The Bombay Gazette.

No. 7,264.—New Series. BOMBAY :—THURSDAY, JUNE 24, 1869. Annual Subscription in Advance... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERM OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
——— including postage.....	„ 72 0
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TERMS FOR ADVERTISEMENTS.

Ten lines and under	
First insertion.....	Rs. 5 0
Second Ditto	„ 2 8
Third Ditto	„ 2 8
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per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

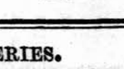
Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders and Remittances should be made payable to the Proprietor of the Gazette.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.



THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £58, 2nd class £34. } of Wines.

Steamers will leave Bombay every four weeks.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; and Messrs. Fraissinet Père et Fils, Marseilles; or to the undersigned in Bombay.

The Steam-ship Magdala, 2,200 tons, Captain Thompson, will be despatched on Wednesday, the 21st July.

STEARNS, HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear:—

REQUIREMENTS.

1	Dozen Silk and Wool Shirts.	1	Rug with Straps,
½	„ Under Vests.	1	Mand.
1	„ Linen Collars,	1	Inverness Cape.
1	„ Fine Cotton Socks.	1	Hand Portmanteau.
1	„ Fine Merino Socks.	2	Overland Trunks.
1	„ Fine Merino Drawers.	1	Clothes Bag.
1	„ Colored Handkerchiefs.	1	Travelling Hat,
1	„ White Cambric.	1	Courier Bag.
1	Overland Suit.	1	Easy Chair.
2	Sleeping Suits.	1	Umbrella.
2	Pairs of Kid Gloves.	1	Pair of Brushes.
6	Scarfs and Ties.		Ladies' Overland Trunks.

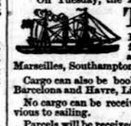
Return Fares.—First "lass Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and vice versa, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

WEEKLY COMMUNICATION WITH ENGLAND.

On Tuesday, the 29th June at 3 P.M., from Mazagon.



THE P. & O. Co.'s s. s. "Carnatic," (1,775 tons, and 400 H. P.,) Captain A. Coleman, will leave for Suez as above, carrying H. M.'s Mails, also passengers and cargo for that port, Marseilles, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Genoa, Barcelona and Havre, Liverpool, or London.

No cargo can be received on board after sunset on the day previous to sailing.

Parcels will be received at this office until 11 A.M. on Monday, the 28th instant.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small steamer will leave Mazagon Bunder for the convenience of passengers at 2 P.M., precisely, on the day of sailing.

H. S. BOSTOCK, Actg. Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 22nd June, 1869.

FOR LIVERPOOL.

THE fine Iron Ship "Hartfell," 1,224 tons, is now ready to receive Cargo and will have quick despatch. For Freight, &c., apply to

RITCHIE, STEUART, & Co., Agents.

23rd June, 1869.

TREACHER & Co. (Limited).

NOTICE is hereby given, that the Fifth Annual General Meeting of Shareholders will be held on the Fort new premises, on TUESDAY, the 29th June, 1869, at 3 P.M.

1st.—To receive the Accounts made up to the 31st March 1869 and the Directors' Report.

2nd.—To elect a Director.

3rd.—To elect Auditors.

4th.—To fix the date for the next Annual General Meeting.

By order,

Wm. COLCLOUGH, General Manager.

Bombay, 21st June, 1869.

TO CAPITALISTS, BROKERS, AND OTHERS.—The undersigned is prepared to receive offers for the following most valuable property, viz:—

All that piece or parcel of ground, with the bungalow and out-houses standing thereon, and containing several valuable wells, situate in Love Lane, Mazagon, admeasuring 21,911 square yards or thereabouts, and registered by the Collector of Land Revenue under No. 46, and by the Collector of Assessment under No. 16, subject to a yearly ground rent of Rs. 6, and bounded as follows, viz.—east by the property of His Highness the Aga Khan, west by the property of Dr. Baptista, north by Love Lane, Mazagon, and south partly by property belonging to the estate of the late Cursetjee Merwanjee Patell and partly by the property of Sir Jamsetjee Jejeebhoy, Baronet.

The highest offer which may be made on or before the 24th instant will, if suitable, be accepted, upon payment of such deposit as may be agreed upon, and subject to the approval of the High Court, which would immediately be applied for.

JOHN GREENWOOD,
Receiver of the Estate of Cursetjee Merwanjee Patell, deceased.
Elphinstone Circle, 18th June, 1869.

NEW MUSIC just to hand Overland:—

POLKAS.

	Rs.	a.		Rs.	a.
Little Rosebud ...	... 1	8	Ten little Niggers ...	... 1	8
Pet of the Village ...	... 1	8	Sea Side ...	... 1	8
Les Oiseaux D'Angleterre	... 1	8	Walking in the Zoo ...	... 1	8
Sea Shells	... 1	8	Village Chimes ...	... 1	8
Lillian	... 1	8	Canary	... 1	8

SCHOTTISCHES.

Sea Shells	...	1	8	Twilight	... 1 8
Up in a Balloon ...	...	1	8	Not for Joseph ...	... 1 8

WALTZES.

Hilda	...	2	0	Woodland Whispers ...	... 1 8
Mabel	...	2	0	Not for Joseph ...	... 1 8
Pearl Victoria ...	...	2	0	Fair Rosamond ...	... 2 0
Guards	...	2	0	Beautiful for ever	... 2 0
Harvest Moon ...	...	2	0	Mabel Gray ...	... 2 0
Bride of Lesse ...	...	1	8	Court Beauties ...	... 2 0
Ettie's Hope ...	...	2	0	Silver Cloud ...	... 2 0
Mildred	...	2	0	Humming Bird ...	... 2 0
Il Bacio	...	2	0	Full Moll	... 2 0
Galatea	...	2	0	Voice of Beauty ...	... 2 0

GALOPS.

Girls of the Period...	...	1	8	Postman... ...	... 1 8
Orpheus... ...	...	1	8	St. Valentine ...	... 1 8
Galway Packet.. ...	...	1	8	Abyssinian..... ...	... 1 8
Glorioso... ...	...	1	8	Not for Joseph ...	... 1 8
Firemen... ...	...	2	0	Encore..... ...	... 1 8
Burlesque... ...	...	1	8	Immenschoff ...	... 1 8
Coming of age ...	...	1	4	Zoo	... 1 8
Wind-Up	...	2	0	Prince Imperial ...	... 1 8
Velocipede	...	1	8	After Dark ...	... 1 8
Tramp..... ...	...	2	0	Snow Drift ...	... 1 8
Night Bell	...	1	8	Domino Noir ...	... 1 8

QUADRILLES.

Juanita... ...	...	2	0	Chignon... ...	... 2 0
Original Lancers ...	...	1	8	Grand Duchess ...	... 2 0
Merry Bells... ...	...	1	8	After Dark ...	... 2 0
Welcome Guest ...	...	1	8	London by Night ...	... 2 0
Bishop's Melodies ...	...	1	8	L' Enfant	... 2 0
Flowers of Beauty ...	...	1	8	Rage of London...	... 2 0
Three little Kittens ...	...	1	8	Tommy Dodd... ...	... 2 0
Les Jolis Oiseaux ...	...	1	8		

COMIC SONGS.

Ten little Niggers ...	1	8	The Mermaid ...	...	1 8
Up in a Balloon (Ladies)..	1	8	Man at the Wheel ...	...	1 8
Do. (Gentlemen) ...	1	8	The Tailor and the Crow.	1	8
Mouse Trap Man ...	1	8	Jack on Wires ...	...	1 8
I'm always a Swell ...	1	8	Oxford Joe ...	...	1 8
The Comical Ghosts ...	1	8	Tommy Dodd ...	...	1 8

The above are English price, i. e. eight annas to a shilling.

Rampart Row, Bombay. SOUNDY & Co.

NOTICES.

COLT'S
New Patent CENTRAL FIRE Cartridge
REVOLVERS,

While doing away with nipples and the necessity of capping the same, have retained all the best qualities of the Original Colt's Pistol. In length of range, accuracy of fire, force of penetration, simplicity of construction, and durability, they surpass all other Metallic Cartridge Revolvers. Holsters, Belts, Pouches, Ammunition.

Price Lists free. Address—

COLT'S FIRE ARMS COMPANY,
14, PALL MALL, LONDON.

JOHN MOIR AND SON,
Preserved Provision Manufacturers, and Export Oilmen,
ABERDEEN,
Purveyors by special Appointment to H. R. H. the Duke of Edinburgh.

Supply, of the finest quality,

Soups, Fish, Meats, Game, Entrees, Bacon, Hams, Tongues, Cheese, Bologna and Oxford Sausages, Potted Meats and Fish, Pates, Sardines, Jams, Jellies, and Orange Marmalade. Also Pickles, Sauces, Tart Fruits, Jellies, Mushroom Ketchup, Oils, Venegars, Baking Powders, &c.

J. M. & S. are the Sole Proprietors of the
DUKE OF EDINBURGH SAUCE,
which is the success of the season at the table for its warming and stimulating qualities; and for flavour is unsurpassed.

THOMAS D. MARSHALL'S LADIES' BOOTS, beautifully made and moderate in price. Prepared Kid Walking Boots, Elastic or Button, Fancy Toes, Military Heels, 16s. 6d. New designs in Enamelled or Glove Kid, for Croquet or Promenade, 21s. Elastic House Boots, soft mock Kid or Satinette, 5s. 6d. A single pair free to India by sample post, on receipt of paper pattern of sole, and remittance of price with one shilling additional. Catalogues post free. Remittances to be crossed "Bank of England."

THOMAS D. MARSHALL,
192, Oxford Street, London, W.

PICKLES, SAUCES, JAMS, &c., FREE FROM ADULTERATION,
MANUFACTURED BY
CROSSE AND BLACKWELL,
Purveyors to the Queen,
SOHO SQUARE, LONDON.

CROSSE & BLACKWELL'S
well known Manufactures are obtainable from every respectable Provision Dealer in the World.

Purchasers should see that they are supplied with C. and B.'s genuine goods, and that inferior articles are not substituted for them.

To insure thorough wholesomeness, their Pickles are all prepared in Pure Malt Vinegar, boiled in Oak Vats, by means of Platinum Steam Coils; and are precisely similar in quality to those supplied by them for use at

HER MAJESTY'S TABLE.

C. and B. are Agents for Lea and Perrins' Celebrated Worcestershire Sauce, and are Manufacturers of every description of Oilmen's Stores of the highest quality.

STEAM COMMUNICATION WITH KURRACHEE.

THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every Saturday, at 4 P. M.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE P. and O. Co.'s s. s. "Travancore," (1,900 tons, and 400 H. P.), Captain C. H. Eastley, will be despatched for the above ports on Friday, the 25th June, leaving Mazagon at noon on that day, carrying H. M.'s Mails, and taking also passengers and cargo for Madras and Calcutta.

No cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Wednesday, the 23rd instant.

H. S. BOSTOCK, Actg. Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 19th June, 1869.

NOTICE.—Consignees of Cargo per Ship "Athena," Captain R. Hutchinson, from Liverpool, are requested to send off Boats for their Goods without delay, otherwise the same will be landed by the Captain as they come to hand at the expense and risk of the concerned.

Captain Hutchinson will not be responsible for the condition of any package after it leaves the Ship's deck.

STENHOUSE & Co., Agents Ship "Athena."

REDUCED FARES OVERLAND.

During the Monsoon months the rate of passage-money to Suez by the Bombay and Bengal Steam Ship Company is reduced to 240 first class.

The cost of passage to Marseilles is thus £52, or for a party of four persons £50 each.

These rates are exclusive of Railway transit in Egypt, the cost of which by local train is £1-15-3.

Bombay, 10th June, 1869. STEARNS, HOBART & Co.

NOTICES.

PIANOFORTE INSTRUCTION and TUNING.—Mr. John H. Willy [illegible] Organist, and Tuner, begs respectfully to state that he [illegible] happy to give Instruction on the Piano and [illegible] that may require Tuning.

Terms [illegible]

Two Lessons [illegible]

Fort, [illegible] Rs. 12 per mensem.

Do. [illegible]

Town [illegible]

Mr. John H. Willy at his [illegible] will be, punctually, attended.

[illegible] travelled with the celebrated [illegible] on the Saxe Horns) as Solo Pianoforte [illegible] a period of eight years, all over [illegible] Ireland, Wales, Channel Islands, France, [illegible] and Canada, and had the honor of performing [illegible] twice before Her Majesty, once at Buckingham [illegible] and once at Balmoral.

MEDICINE CHESTS.—D. S. KEMP & Co.'s Chests are unsurpassed in completeness, compactness, and convenience by those of any other makers or dealers in England or India. Reference can be given to many purchasers, who have expressed their liveliest satisfaction at the excellence of the Medicine Chests sold to them.

They are all made by the best English workmen, and are filled and furnished with the most minute attention by D. S. K. & Co.

There is hardly a station in this presidency where one of these Chests is not to be found, and D. S. K. & Co. would take the liberty of referring to any one whom they have supplied for an opinion as to his purchase.

It need scarcely be stated that a Medicine Chest has now become a necessity to every European in this country; the climate being such that all ought to familiarize themselves with the use of such simple remedies as are required to avoid serious indisposition.

To all large employers of labour a small portable dispensary is essential. D. S. K. & Co. prepare, and furnish such dispensaries, with numerous special remedies such as Fever mixture, Cholera mixture, &c., of the efficacy of which they are well assured; and with books of instruction adapted to them.

For the smaller Chests D. S. Kemp's "Companion" is remarkably useful.

D. S. K. & Co. have twenty regular patterns on their list, descriptions of all of which will be furnished on application. Numerous other Chests are also on hand and will be described if wanted to the wants of the enquirer.

Bombay. D. S. KEMP & Co.

KEMP'S LIQUOR CHIRETTINÆ, or SOLUTION of SACCHARO-CHIRETTINE,—Containing in a purified and concentrated form the medicinal principles of the herb Chiretta. A Tonic and Febrifuge of great power, now much used in the treatment of all cases of muscular and nervous debility and of functional derangement, whether arising from long residence in a Tropical climate or from severe illness.

PREPARED ENTIRELY WITHOUT THE USE OF HEAT

AND ONLY BY

D. S. KEMP & Co.,
PHARMACEUTICAL CHEMISTS, BOMBAY & POONA.

Rs. 2-8 and Rs. 4 per bottle

INFALLIBLE REMEDY
FOR
INDIAN RINGWORM OR DHADUR.
(See "Times of India," 9th September 1868.)
'GOA POWDER.
MENTIONED IN THE NEW INDIAN PHARMACOPŒA,
(but with an erroneous reference as to its composition.)

No medicine has done more to assuage suffering in this country; all classes, European and Native, can now testify to its value.

a Powder ..... 12 as. per phial.
Solution of Goa Powder (Liquor Acido Sal-
ciodin) ..... 12 „
A liberal discount to the trade and to charitable institutions.

Bombay, 30th January 1869. D. S. KEMP & Co.

DOGS

may be kept clean and free from Insects by the use of

	Cash. Rs. as.	Credit. Rs. as.
NALDIRE'S TABLETS, each	0 14	1 0
or		
MACDOUGALL'S CARBOLIC SOAP, per bar.	1 12	2 0
and may be relieved from Worms by		
NALDIRE'S POWDERS, per packet.....	1 12	2 0

SOLE AGENTS—
TREACHER & Co. (Limited).

WINES, SPIRITS, BEER, &c.

IMPORTANT.

MESSES, MERCHANTS, and RESIDENTS, in Western India should apply to CUTLER, PALMER, & Co., Dean Lane, Bombay, for such Wines, Spirits, and Cordials, as

Amontillado, a choice after-dinner Wine—Dry.
Braunberger, a fragrant dessert Wine.
Clarets, of the best growths to ordinary, in Quarts and Pints, See List.
Chambertin, the elite of Burgundies.
Curacoa, white or orange, in Quarts and Pints.
Chablis, the Wine to be served with Fish.
Cherry Brandy, after-dinner Liqueur.
Dry and Very Dry Champagne, in Magnums, Quarts, and Pints, three qualities.
East India Madeira, of magnificent character.
Fine Sparkling Nonpareil and other Hocks, specially prepared for India.
Gin, best London distilled, dry and soft.
Geneva, best Dutch.
Hochheimer, a light refreshing Wine in hot weather.
Invalids' Port, really and truly splendid Wine.
Johannisberger, a récherché Cabinet Wine
Liebfraumilch, another style of Cabinet after-dinner Wine.
Moselle Nonpareil and Muscatel, the finest, sparkling, brilliant condition.
Marsala, pale Virgin, good dinner Wine.
Macon, cheap dinner Burgundy.
Nuits, a dinner Burgundy, good quality.
Orange Bitters, pure, recommended for use before dinner.
Ports of various qualities, in Quarts or Pints.
Rum, the best of old landed Jamaicas.
Rudesheimer, full bodied dinner Hock.
Sauterne, delicate and fine flavoured.
Traminer Forster, a very choice dessert Hock.
Very old and choice pale Cognacs to medium quality.
Whisky, Scotch and Irish, old, soft, and mellow.
Xeres or Sherry Wines, in six styles, dry and pale, gold, &c.
Yquem Sauterne, shipped to order.
Zara, Maraschino di, a choice Italian Liqueur.

Unexceptionally good Terms to Traders. Quotations given at Dean Lane, Bombay.

NOTICE.

Our heart-shaped Labels and distinctive Coloured Seals, originated and used by us since 1815, are now extensively imitated in India. We beg our friends and the public will ask for our Trade-mark Label and Brand when ordering Wines and Spirits, and so prevent fraud.

Being WINE MERCHANTS in the fullest sense of the term, and first hands, we offer our Wines for sale at one profit between the grower and consumer. Our terms to Traders, on orders of 30 dozen, are most liberal, and in like manner we give excellent value to private consumers, from whom we solicit comparison with other brands at our quotations.

TRADERS indenting on us for not less than 100 dozen of any one Wine (Champagne and Moselle included) may have their own names branded on the corks and cases if desired.

We take Shipping Orders for Wines en Wood:

CLARETS, at from £10 (advancing £5 per Hhd.) to £100, in Bordeaux.

SHERRIES, at from £30 (advancing £10 per Butt) to £250, in Cadiz or London.

PORTS, at from £36 (advancing £10 per Pipe) to £180, in Oporto or London.

COGNACS and other Spirits, according to age, at per Gallon

CUTLER, PALMER, & Co.,
WINE MERCHANTS,
DEAN LANE, BOMBAY.

Established in Bombay in the year 1842;
and in Bordeaux and London 1815.

LONDON HOUSES { Wholesale and for Export only—Towers Bonded Vaults, Mark Lane. Retail—Charing Cross Railway Arches, Villiers Street, Strand.

BORDEAUX HOUSE { Wholesale and for Export—Place du Chapeau Rouge.

REPRESENTATIVES IN

China,	Colombo,	New Zealand,
Calcutta,	Kurrachee,	Manilla,
Madras,	New York,	New Orleans.

CHATEAU PALMER.—The undersigned have now received their first supply of this excellent Claret which they have protected by their Trade Mark.

Chateau Palmer is a highly esteemed Bordeaux in Europe. Price Rs. 22 per dozen. CUTLER, PALMER, & Co.

FOR SALE, by the undersigned:—

Ruinart Pere et fils' Champagne, green seal.

Quarts in 1 doz. cases	Rs. 42 per doz.
Pints in 2 do.	21 do.
Carbonell's Sherry	30 do.
Do. Port	30 do.
Dilbruck Fils' Claret St. Julian	12 do.

Bombay, 11th June, 1869. EWART, LATHAM, & Co.

FOR SALE.

Cunliffe's Champagne, Qts	at Rs. 40 per doz.	
Do. Do.	„ 20	„
Do. Moselle ..... Qts.	„ 42	„
Do. Brandy	„ 30	„
Do. Sherry	„ 25	„
Do. Claret	„ 23	„
Coyle & Co.'s Pale Dry Amontillado Sherry ...	„ 27	„
Do. Port Wine, of 1840 Vintage	„ 30	„
Romaldson's Sherry	„ 18	„
Port Wine of 1815	„ 30	„
Do. of 1847	„ 24	„

REMINGTON & Co.

STOUTS
JUST LANDED.

	Cash. Rs. as.	Credit. Rs. as.
BARCLAY & PERKIN'S Pints per dozen...	4 0	4 8
GUINNESS' Double extra „ „ ...	4 0	4 8
Do. Do. Quarts „ „ ...	6 8	7 0
WHITE & Co.'s celebrated—		
Double extra Pints „ ...	3 12	4 0
Do. do. Quarts „ ...	6 4	6 12

TREACHER & Co. (Limited).

FOR SALE, at the Godowns of the undersigned—

Barclay and Perkins' Porter, Quarts at Rupees 5 and Pints at Rupees 3-8 per dozen... } Bottled by J. W. Bridges and Son.
Bass', Pale Ale, Quarts at Rupees 5-8 and Pints at Rupees 3-8 per dozen ...
Dublin Stout, bottled by J. M. Borthwick, Quarts at Rupees 4-13 and Pints at Rupees 3-8 per dozen.

Also small quantities of fine Pale Sherry, at Rupees 24 per doz. Full flavoured Port, at Rupees 20 per dozen.

SIR C. FORBES & Co.

FOR SALE, at the Godown of the undersigned, No. 27 Meadow Street, ex "Courrier de Bombay," from Bordeaux:—Messrs. Finke & Co.'s famous Wines.

Claret.—Medoc St. Julienne .....each case 4 doz.	Rs.	10	per doz.
Do. Pauillac	„	4	„ 12 „
1864 Monton d'Armaillacq ...	„	1	„ 15 „
1864 Chateau Larose.....	„	1	„ 20 „
1864 Chateau Lafite	„	1	„ 25 „
Brandy.—Robin & Co.'s 3 years old ...	„	1	„ 22 „
Do. 10 „ ...	„	1	„ 30 „
Finke & Co.'s fine Champagne Cognac	„	1	„ 20 „
Sherry.—Gibb & Bruce's green seal ...	„	2	„ 18 „
Do. red „ ...	„	2	„ 22 „
Do. Amontillado ...	„	2	„ 30 „

Also, a few cases of fresh Salmon in excellent condition each case 1 lb. tins Rs. 9 per dozen.

MACNEE, THOMSEN, & WARNEKEN.

CHARLES TOVEY and SON,
SOUTHWARK STREET, LONDON, S. E.

The Agents for the above firm have the pleasure to announce the arrival ex "Gaulois" and "Courier de Bombay" of first shipments of Charles Tovey's Champagnes quoted as follows:—

Ay	Rs.	26	
Extra dry Sillery Royal	„	36	
Royal Bouzy	„	40	
Verzenay Imperial	„	50	

CHAMPAGNE IN HALF PINTS.

Ay, per case of 4 dozens		31	
Royal Bouzy do. (very dry)		50	

Attention is requested to the following.

Clarets.—C. T.'s Médoc ordinaire		15	
St. Estephe (2. B.)		30	
Charles Tovey's $ 1		40	
Sauterne		25	
Burgundies.—Beaune		30	
Chablis		30	
Pouilly Blanc		25	
Sparkling Mosellle.—Muscat Moselle		36	
Sherries.—Pale dry dinner		24	
Choice Amontillado		28	
Choicest Solera		40	
Cognac Brandy.—Charles Tovey's $ 1		32	

Pints of most of the above at Rs. 2 per 2 Case extra.

OWEN AND O., Bombay,
Agents for Charles Tovey and Son.

Agents for Bengal—Messrs. Turner, Morrison, and Co., Calcutta.

MORSON'S
PEPSINE WINE

Is prepared by a process founded on the observation of Dr. Ellis and other eminent medical authorities; and thus prepared it is agreeable, and retains all the active properties of Pepsine.

Its administration is attended with certain and great benefit in all cases of disordered digestion, to which so many other ailments are attributable.

	Cash. Rs. as.	Credit. Rs. as.
Single Bottles	..Each 2 0	2 4
Double „	„ „ 3 8	4 0
Quadruple „	„ „ 7 0	8 0

MORSON'S
PEPSINE LOZENGES.

Each Lozenge contains a dose of Pepsine, and will be found a very convenient and agreeable mode of taking this remedy, as it may be carried in the pocket, and taken when dining out, or at any other time, without observation.

Single Bottles	..Each	2 0 2 4
Double „	„ „	3 8 4 0

AGENTS—
TREACHER & Co. (Limited).

HOUSES, &c., TO LET.

TO LET, a small House opposite the English Hotel, Fort. Rent Rupees Fifty per month. Apply to M. B. COHEN & Co.

TO BE LET, several Rooms and Godowns in Grant Buildings. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

TO BE LET, from the 10th April, the Bungalow No. 82, Malabar Hill, in the occupation of R. L. Crawford, Esq. Apply to the Manager, Land Mortgage Bank of India (Limited), Parsee Bazaar Street.

WANTED.

HEAD MISTRESS WANTED for the Bombay Education Society's Girls' School at Byculla. Salary Two Hundred Rupees per month, with free furnished quarters, fire and lights. Candidates must belong to the Church of England, and should be qualified to train and instruct the Pupil Teachers (six in number) in accordance with the standards laid down by the Director of Public Instruction. An annual gratuity of One Hundred and Thirty Rupees is granted to the Head Mistress for each Pupil Teacher so instructed by her, who passes the required examination. Applications, stating age and previous scholastic experience, with copies of testimonials and references, may be addressed to the Secretary, Bombay Education Society.

Byculla Schools, 19th June, 1869.

NOTICES.

SPECIAL NOTICE.

MONSOON WATERPROOF SUITS.—Messrs. BADHAM & Co. have received a large supply of the best make, consisting of

Coats—Leggins—Caps, ventilated.

Messrs. BADHAM and COMPANY,
HOSIERS, GLOVERS, and GENERAL WAREHOUSEMEN.
Apollo House. Bombay.

By Appointment.

To the late EARLS CANNING and ELGIN; and SIR JOHN MAIR LAWRENCE, G.C.B., K.S.I.

The present Viceroy and Governor-General, His Excellency the Right Hon'ble the EARL OF MAYO, K.P.

MONSOON SEASON.

MESSRS. BADHAM and COMPANY beg to announce the arrival Overland of special selections in their departments for the above season.

HOSIERY DEPARTMENT.

		Rs.	Rs.
BADHAM'S	Fine Bro. Cotton Socks, per dozen.....	12	to 21
BADHAM'S	Superfine do. do.	18	„ 21
BADHAM'S	Balbriggan embossed Silk.....	25	
BADHAM'S	Fine Striped and Fancy.....	14	„ 20
BADHAM'S	Mixed Silk and Cotton.....	25	
BADHAM'S	Superfine Grey and Mixed Merino.....	13	„ 18½
BADHAM'S	Extra Superfine do. Mixed Striped.....	21	„ 24
BADHAM'S	Lisle Thread ½ Hose.....	20	
BADHAM'S	Do. do. Fancy Striped.....	23	
BADHAM'S	Fancy and Striped Silk Socks.....	25	„ 45
BADHAM'S	Ribbed Knickerbocker Stockings for Shikaring, &c., per pair.....	3	„ 6
BADHAM'S	Celebrated India Gauze Under Vests	4½	
BADHAM'S	Silk and Wool Pants	6	„ 8
BADHAM'S	Bathing Drawers, Plain and Fancy Striped.....	2½	

SHIRT DEPARTMENT.

BADHAM'S	Wove Flax or Prince of Wales' Shirting, a new material, absorbing and comfortable for the Rains.....	8½
BADHAM'S	Spun Silk, all colours and new patterns.	12½
BADHAM'S	Wove Flannel and Printed Shirts.....	10
BADHAM'S	Silk and Wool Indispensible.....	10½
BADHAM'S	French Printed Shirts.....	60 to 70
BADHAM'S	Long Cloth Shirts.....	45
BADHAM'S	Cambric Linen Fronts and Cuffs.....	55 „ 65
BADHAM'S	Dress Shirts, Plaited and Embroidered Fronts ..... each...	7 „ 30

SCARF AND TIE DEPARTMENT.

		Rs.	as.
BADHAM'S SCARFS and TIES.	The Zoo	3	0
	The Rotton Row	3	0
	The Bond Street.....	3	0
	The Latest Novelty	3	0
	The O. K. Thing	3	0
	The Baden Baden	3	0
	The Harrogate	3	0

TRAVELLING DEPARTMENT.

		Rs.	Rs.
BADHAM'S	Overland Trunks, Patent Sock Steel, Protection Ribbs, with Brass Screws—highly recommended	20	to 32
BADHAM'S	Solid Leather Portmanteaus.....	50	to 70
BADHAM'S	Railway do.	16	„ 30
BADHAM'S	Courier Bags.....	5	„ 12½
BADHAM'S	Rep. Leather Courier Bags.....	5	„ 6
BADHAM'S	Clothes Bags	5	„ 6½
BADHAM'S	Whitney Rugs.....	12	„ 30
BADHAM'S	Scotch Mauds	12	„ 34
BADHAM'S	Red Blankets ..... per pair...	25	

Overland Chairs, Rug Straps, Cholera Belts.

HAT DEPARTMENT.

			Rs.	as.
BADHAM'S NAPLES FELTS.	Falkland, Eglington, Jerome, Cantab, Isis, Derby, Worthing, Brighton	Drab latest shape..... Tall..... Drab and Black	19 7	0 8
BADHAM'S DRESS HATS.	Falkland, Eglington	The new shape..... Extra quality	14 16	0 0

Lincoln and Bennetts 16 0

COLLAR DEPARTMENT.

		Rs.	as.
BADHAM'S	Fall Mall..... per doz.	7	0
BADHAM'S	„ „ with Tie	7	8
BADHAM'S	Belgium	7	0
BADHAM'S	„ with Tie	7	0
BADHAM'S	Shakspeare	7	0
BADHAM'S	„ with Tie	7	0
BADHAM'S	Regent...	7	0
BADHAM'S	Indian.....	7	0
BADHAM'S	West End improved	7	0
BADHAM'S BRACES AND BELTS.	Guyot's French Brace.....	2	8
	Do. Long India Rubber	3	8
	United Service	3	0
	Briddle Leather Belts	3	0
	Patent do. do.	3	0

BADHAM'S ANGOLAS, RIDING CORDS, VESTINGS AND COATINGS. Consists of a large assortment of the latest productions, all well shrunk, for Dress, Riding, Shooting and Hunting Suits. Special white Serges for Cricket and Boating. The Goods are obtained from the best manufactures, and are specially selected for India.

BADHAM

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

WEDNESDAY AFTERNOON.

MARKET quiet. Some transactions in New Bank's issues were effected at 11 premium.

BOMBAY BILL AND STOCK LIST.

BANKS.

subscribed Capital.	Nomi. of sh.	Paid up.	Last dividend.	Names.	Rate per Share.
Rs.		Rs.	p. a.		
1,000,000	100	all	5 p.ct.	Agra Bank	126
3,140,000	1,000	all	8 p.ct.	Bank of Bengal	1675
5,000,000	500	all	5 p.ct.	Ditto of Bombay New	520
3,750,000	1,000	all	7½ p.ct.	Ditto of Madras	1550
750,000	250	all	6 p.ct.	Chartered Mercantile Bk. of L. & China	300
700,000	200	all	6 do.	Chartered Bk. of I. & C.	200
1,200,000	500	250	8 do.	Delhi and London	200
1,000,000	250	125	8 do.	National Bank of India	140
500,000	250	all	12 do.	Oriental Bank	412½

PRESS COMPANIES.

40,000	2,000	1,100	200ps	Albert Co. Kurrachee	850
75,000	3,000	850	300do.	Alexandra Press Co.	600
187,500	12,000	11,000	1750ps	Apollo Press Co.	10,000
80,000	2,000	2,000	4000do.	Bombay Press Co.	2,200
...	500	500	1000do.	Do. New	540
...	1,880	1,880	1000do.	Colaba Press Co.	11,200
750,000	2,000	2,000	...	East India Press Co.	1100
937,500	8,500	8,500	1000ps	Fort Press Co.	10,500
150,000	2,000	1,800	100ps	Framji Cowasji Press	1169
100,000	6,000	4,000	625 ps	Hydraulic Press Co.	3600
20,000	5,000	2,000	...	Kurrachee Press Co.	800
250,000	1,000	500	...	Mofus. Press & G. Co.	275
20,000	2,500	2,500	400 ps	Prince of Wales Press	2700
40,000	2,000	750	...	Victoria Press, Madras	950

LAND COMPANIES.

1,180,000	3,000	all	Rs. 80	Colaba Land Co.	1460
1,250,000	1,000	all	Rs. 20	Elphi'st'ne Land	870
2,250,000	1,000	600	...11-14	Do. New	470
3,000,000	1,000	1,000	Nil	Frere Land	75
100,000	5,000	4,100	Nil	Mazagon Land	930
...	2,000	1,800	Nil	Back Cumming	285

SHIPPING COMPANY.

800,000	5,000	3,500	1,300	Bombay Ship Co. 1200

RAILWAY COMPANIES.

...	£20	218.3.0	5 p.c.	G. I. P. Railway Consolidated Stock	227
...	£20	196.8.8	do.	Do. New £20 shares	198
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1120
...	£18	196.5.1	do.	Do. New Shares	Par.

MISCELLANEOUS.

...	50	50	5	Mechanics' B'ld'g Co.	33–35
...	2,000	300	9	Kurrachee Landing and Shipping Company	190
100,000	500	all	Nil	Treacher & Co.	240–250

BANKS IN LIQUIDATION.

			Date of L'dation.		
1,015,000	500	...	Jan. '56	Bank of Bombay	125 ?
800,000	25	13½		Do. China	2–3½
2,000,000	200	100	May '67	Do. Guzerat	90
1,000,000	150	75	Aug. '67	B'bay Pr'dency B'k.	26
2,000,000	200	35	Sept. '67	Trdg & B'nkg	20
2,000,000	200	40	Sept. '67	Brokers' Bank	75
1,000,000	250	...	Mar. '68	Central Bank	6
500,000	200	10	Feb. '67	Indian Peninsula	6
...	200	63	May '67	Royal Bank	13
2,000,000	130	66	Apr. '67	Old Financial	6½

COMPANIES IN LIQUIDATION.

1,000,000	5,200	1,750	Nov. '66	Back Bay Co.	450
800,000	3,500	2,300	...	B'bay & Bengal S. S.	400
...	3,500	2,111	...	Iron Shipping	10
...	all	...	...	Victoria Spinning	2000
260,000	all	350	300	Bombay Const.	160–17

SPINNING AND WEAVING COMPANIES.

...	2,000	1,700	50	Albert Mills Co.	780
125,000	2,500	all	80	Alliance Spinning	1625
20,000	2,000	all	...	Arkwright	400
350,000	5,500	all	...	Bombay	2800
100,000	1,000	1,000	10 pc.	Bombay United	1795
...	500	500	12 pc.	Broach Mills	265
160,000	5,000	all	...	Coorla Spinning	1875
150,000	2,000	2,000	300	Great Eastern	1400
250,000	1,000	all	50	Manockji Petit's	690
200,000	2,500	all	...	Oriental	1050
150,000	2,500	2,300	...	Royal	1400

MILITARY.

ARRIVALS.—JUNE 23.

Osborne, Captain 44th B. N. I., on medical certificate, from England.

Wheatley, Lieutenant, Royal Horse Artillery, on sick leave, from Secunderabad.

GENERAL ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 9th June 1869.

The Commander-in-Chief in India is pleased to make the following promotions, subject to approval by Her Majesty :—

4th Hussars.—Lieutenant John Lambert Swale to be Captain, by purchase, vice Sergison, retired. Dated 14th May 1869.

Cancels the promotion of Lieutenant Collings to this vacancy.

Cornet Neil B. Edmonstone to be Lieutenant, by purchase, vice Swale, promoted. Dated 14th May 1869.

Cancels the promotion of Cornet Williams to this vacancy.

16th Lancers.—In General Orders of the 2nd of March last, for Cornet William Noel Hill to be Lieutenant, read Cornet John Beard to be Lieutenant, by purchase, vice Agnew, promoted. Dated 13th February 1869.

103rd Foot.—Ensign Theodore C. H. Macdonald to be Lieutenant, vice Wood, appointed a probationer for the Madras Staff Corps. Dated 10th May 1869.

107th Foot.—Lieutenant Henry W. Franks to be Captain vice Higgins, deceased. Dated 24th May 1869.

Ensign Henry Metcalf Rose to be Lieutenant, vice Franks, promoted. Dated 24th May 1869.

The Commander-in-Chief in India is pleased to make the following appointments :—

9th Bengal Cavalry.—Ensign H. R. Gall, 1st battalion 5th Fusiliers, a candidate for the Staff Corps, to be 2nd Squadron Subaltern, on probation, vice Moore, appointed Adjutant to the 12th Bengal Cavalry. Dated 28th May 1869.

4th Native Infantry.—Lieutenant Colonel W. H. Stubbs, 2nd in Command, to be Commandant, vice Liptrot, permitted to resign the appointment. Dated 1st June 1869.

Major F. Duffin, from Wing Officer 36th Native Infantry, to be 2nd in Command, vice Stubbs. Dated 1st June 1869.

36th Native Infantry.—Lieutenant Colonel P. G. Scott is confirmed as Commandant, vice Colonel Carey, who vacates on exceeding twenty-four months' absence on leave. Dated 28th May 1869.

Major R. D. Griffin, Staff Corps, to be Wing Officer, vice Duffin, appointed 2nd in Command to the 4th Native Infantry. Dated 1st June 1869.

The Commander-in-Chief in India has accepted the retirement from the service, by the sale of his commission, of Captain and Brevet Major R. Annesley, 2nd battalion 10th Foot, subject to approval by Her Majesty. Dated 27th May 1869.

The undermentioned Officer has leave of absence, with the sanction of Government :—

Invalid Establishment.—Major W. K. Haslewood, to Pondicherry and Southern India, on private affairs, for 6 months, from date of availing himself of it.

The undermentioned Officers have leave of absence :—

5th Lancers.—Lieutenant and Adjutant F. Sedley, to Simla, from the 15th May to the 15th October, on private affairs.

7th Hussars.—Major T. H. Stisted, to Cashmere, from the 29th June to the 15th October, on private affairs.

Major F. Garforth, to England, for six months, from date of availing himself of it, on urgent private affairs.

[This cancels the leave granted in G. O. C.C. of the 24th April last, p. 163.

11th Hussars.—Major A. L. Annesley to Cashmere, from the 14th June to the 15th October, on private affairs, in extension of privilege leave.

20th Hussars.—Captain J. C. Lockwood, to Murree and Cashmere, from the 9th July to the 14th October, on private affairs.

5th Foot, (1st Battalion.)—Lieutenant W. C. Ormond, (Instructor of Musketry,) to the hills north of Dalhousie, from the 25th April to the 30th September, on private affairs.

6th Foot, (1st Battalion.)—Major (Local Lieutenant Colonel) P. A. Mosse, to Murree and adjacent hills, from the 15th April to the 30th June, on private affairs.

38th Foot.—Lieutenant H. Conor, (Instructor of Musketry,) to Cashmere, from the 1st May to the 31st July, on private affairs.

60th Foot, (2nd Battalion.)—Major (Brevet Colonel) G. Rigaud, to Simla, from the 15th May to the 15th November, on medical certificate.

77th Foot—Captain H. M. Bengough, to Calcutta and Simla, from the 20th April to the 15th October, on private affairs.

Captain T. P. Harvey, to the hills north of Deyrah and Cashmere, from the 15th April to the 15th October, on private affairs.

Lieutenant W. A. Spence, to Cashmere and the hills north of Deyrah, from the 15th April to the 15th October, on private affairs.

Lieutenant H. W. Magee, to the hills north of Deyrah and Cashmere, from the 15th April to the 15th October, on private affairs.

103rd Foot.—Major (Local Lieutenant Colonel) G. E. Herne, to England, overland, from date of embarkation, to appear before a medical board.

Staff Corps.—Colonel C Harris, (doing duty at Meerut) to Simla, on private affairs from the 22nd April to the 15th October, under the Furlough Rules of 1868.

Captain J. Thomron, (1st Wing Subaltern 12th Native Infantry,) to remain in Simla, from the 1st November to the 1st December 1868, on medical certificate, in extension, under the Furlough Rules of 1865.

General List, Infantry.—Lieutenant T. St. Q. Clutterbuck, (Adjutant 29th Native Infantry,) to Calcutta, for one month, from date of availing himself of it, preparatory to embarking on the six months' furlough to Europe, on private affairs, granted under the Rules of 1868, in G. G. O. No. 549 of 1869.

SHIPPING.

DAILY FREIGHT REPORT—23RD JUNE.

London	Cotton	£1 10s. 0d. Nominal per ton.
	Cases	£1 10s. 0d. to £1 15s. 0d. ,,
	Seeds	£1 0s. 0d. Nominal ,,
Liverpool	Iron Ships Cotton	£1 10s. 0d. to £1 12s. 6d. ,,
	Wooden Ships ,,	£1 7s. 6d. to £1 10s. 0d. ,,
	Myrabolanes & Coir Bundles	£0 10s. 0d. to £0 12s. 6d. ,,
	Seeds	£0 17s. 6d. to £1 0s. 0d. ,,
	Cotton	£2 0s. 0d. Nominal. ,,
Havre	Coffee	Nominal
Overland	Steamers	£4 0s. 0d. to £4 5s. 0d.
	Steamer Cotton	Rs. 10 per bale.
China	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Nominal
Calcutta	Salt	Rs. 3 to 4 per ton.
Calcutta to Bombay		Rs. 12 and Calcutta Port Charges
Mauritius		8 annas per bag nominal.

DEPARTURES.

June	Vessel.	Commander.	Destination.
23	Neera (s)	Hanscome	Aden and Suez.

The following vessels obtained their port clearances yesterday :—Ship Pembroke Castle, Ogilvie, to London via Havre. Ship Henry Fernie, Barnesley, to Callao.

The ship Hartfell, to Liverpool, began to load yesterday.

MADRAS.

DEPARTURES.

June			
18	Eena	Brumell	Batavia.
	Ciara	Murray	London.

POSTAL NOTICES.

OVERLAND MAILS.

The Overland Mail, per P. and O. Co.'s steam packet, will be closed on TUESDAY, the 29th June, at 2 P.M.; the after-packet at 5 P.M. After-packet letters will not be forwarded unless an 8-anna stamp is affixed to the letter in addition to the postage. Registered letters will be received until 1 P.M. The latest hour for posting at the several Branch Post Offices is 1 P.M.

The dates of departure of the Overland Mails from Bombay during 1869 are fixed as follows :—

Tuesday	June 29	Tuesday	Aug. 10
,,	July 6	,,	,, 17
,,	,, 13	,,	,, 24
,,	,, 20	,,	,, 31
,,	,, 27	,,	Sept. 7
,,	Aug. 3	,,	,, 14

CHINA MAILS.

The Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. & O. Company's steamer, will be closed on FRIDAY, the 25th June, at 9 A.M. A packet for late letters will be kept open on payment of the usual fee until 10 A.M. Registered letters will be received until 6 P.M. of the previous day.

Friday	June 25	Friday	Aug. 6
,,	July 9	,,	,, 20
,,	,, 23	,,	Sept. 3

AUSTRALIAN MAILS.

The Post Office Packet for Australia, per P. & O. steamers will be closed at 9 A.M. on the following dates; the regulations regarding late and registered letters being the same as those for the China Mail

Friday	July 9	Friday	Oct. 1
,,	Aug. 6	,,	,, 29
,,	Sept. 3	,,	Nov. 29

MAILS FOR MAURITIUS, THE CAPE, &c.

The Government of Mauritius having terminated their Contract with the Union Steam Ship Company for the conveyance of Mails between Ceylon and Mauritius, and between Mauritius and Natal, letters, &c., for Mauritius will, in future, be forwarded *via* Aden, to be thence conveyed by the French Mail Packets.

As the communication with the Cape of Good Hope and Natal is also thus cut off, all correspondence, addressed to those Colonies, will under instructions be sent in the Mail for London.

In consequence of the alteration of the dates of departure of the French Mail Packets from Aden to Mauritius, the Mails for Mauritius, Reunion, &c., will be forwarded on the following dates from Bombay to Aden, to be thence conveyed by the above-named Packets to destination :—

13th July.	9th October.
1·th August.	6th November.
7th September.	4th December.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

MACBUTH—June 23rd, at Byculla, the wife of D. MacButh, Esq., G. I. P. Railway, of a daughter.

NORTH-WEST PROVINCES, &c.

DEATHS.

BAYLEY—June 11th, at Simla, aged nearly two years, Kate Swinton Clive, youngest child of Mr. and Mrs. E. C. Bayley.

DUFFY—June 17th, at Allahabad, (at the residence of her son-in-law, Mr. E. N. Duffy,) Clara Eliza, relict of the late Dr. M. H. Crawford, M. R. C. S., London, aged 55 years.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

THURSDAY, JUNE 24, 1869.

MR. MOROBA CANOBA'S practical demonstration in favour of the re-marriage of Hindoo widows, although so much ridiculed at the time, has led to a stirring of the Bethesda-pool of the native mind, and will be productive of serious consequences. It was not indeed an original movement. Many Hindoos, anterior to the Moroba Canoba era, have sought to abolish a custom cruel in itself and injurious to society. From time to time the better sense of native princes and enlightened men has revolted against a tyranny which is a moral suttee. It is monstrous that an old man by marrying a little child, and dying soon after, should practically devote that infant to a life of enforced celibacy, should create the victim and then punish her by a species of life-long penal servitude. It is the custom of the country? Yes; so was suttee, so was infanticide, so was self-inflicted physical torture. We have declared suttee and infanticide to be murder. Widows are no longer burnt, though children may still be slain, but slain secretly, because the Criminal Court and the gallows await offenders. We cannot enforce the marriage of Hindoo widows; that would in itself be a gross infraction of personal liberty; but we can do, what we have done, remove all legal obstacles to re-marriage, and provide that the performance of the ceremony shall entail no legal or civil disabilities. Within the limits of the law we can and will protect those who make lawful contracts, all the regulations of caste to the contrary notwithstanding.

But how can we deal with the subtle spirit of caste? How can we overcome and nullify that most potent of all influences, social custom, and traditional convention, against which not only in India, but throughout the world, law is often powerless? For instance, it is not illegal in England to shoot a fox, but he who ventures upon it in a fox-hunting county is socially excommunicated, and in some peril of limb, or at least of skin. The recent re-marriage of a Hindoo widow has raised this delicate question—how far can the law intervene to preserve the caste privileges of the high contracting parties? How far can the law counteract a sort of permitted social conspiracy to exclude certain persons who have done nothing illegal, who have, indeed, done a legal act, from the benefits and conveniences of caste? Put it in another shape. How far can law provide a remedy for a man who is expelled from a Club, not for any illegal proceeding on his part, but for some sin against Club rules or even Club conventions? We know the case of a man who was expelled from a fashionable Club because he made a sinister public use of facts derived from private Club life—a grave offence, no doubt, but not illegal. He had no remedy, and so far as that Club was concerned, he remained an outcast.

The cause of the present stir among the Hindoos is the actual re-marriage of a Brahmin widow, and the approaching marriage of Mr. Moroba Canoba, who is a Purvoe, with a widow of his caste. Considering the violence of caste-feeling, the marriage accomplished and the marriage in prospect are both acts of civil valour. Nor has the hostility to this infraction of hoary custom been long in showing itself. The Brahmin caste have threatened, if they have not already inflicted, excommunication, not only on the bride and bridegroom, but on all who lent their countenance to the deed. Moreover, the troubles of the caste are likely to be made the subject of official investigation in the Police Court and perhaps in the High Court itself. The Police Case is a matter of little moment except in so far as it shows the excited state of feeling among the conservatives. But the menaced excommunication is a different matter. The parties supposed to have incurred the penalty of social exile have taken counsel's opinion, and seem disposed to bring the facts before the highest legal authority. Mr. Shantaram Narrayan has unequivocally declared that the excommunication of the parties concerned in the marriage is a legal offence punishable by fine and imprisonment. He holds that as Act XV. of 1856 makes the marriage lawful and valid, all who declare it invalid are guilty of defamation. Fortifying himself with a citation from the Penal Code, he says "to declare the marriage invalid is, in other words, to impute illicit intercourse to the spouses and to excommunicate them and their associates is to make an imputation concerning them of an offence against their religion and caste, or of defilement, corruption, and degradation from their social position—an imputation which evidently 'lowers their character in respect of their caste' and therefore 'harms their reputation.'" And he concludes that for a caste—meeting "to excommunicate the spouses and those who joined in the dinner-party given on the occasion," would be a grave infraction of the Penal Code. But he leaves the caste a large loophole through which they can escape, and avoid the penalties. "Individuals," he says, "may certainly hold to their own view that the marriage, by the Shastras and by established custom, is still unlawful, and may indeed, as far as they are concerned, refrain from associating with the married couple and their partisans, but I think they cannot safely assemble and publicly declare that the married parties or their associates are defiled and fallen from their social standing in the caste."

As the active members of the caste stand in some dread of the law, we think it is probable that they will adopt this hint, and effectually bar the offenders out of caste without a formal declaration. But, with all deference to Mr. Shantaram Narrayan, it is permissible to doubt whether any Court would hold his view. No doubt the words of the Act declaring that anything, with exceptions not applicable to the case, which "lowers the character of a person in his caste or calling' is defamation, are strong words; but in order that they may bear the weight put upon them, we must hold that the law does not recognize the expulsion from caste at all. It is not illegal to visit England, but surely a visit to England has, ere this, made a man an outcaste? But the point is, indeed, so novel and important, that it would be impertinent, in the present state of our knowledge, to dogmatize on the subject

Now although we should like to hear the matter argued before a Court,—though probably the Court would not—we hold that this is a matter which can only be settled out of Court, and that any action of the criminal law would be impolitic, if not inoperative for any useful purpose. The re-marriage of Hindoo widows involves a social reform, and social reforms can only be effectually carried out by society itself. The law can preserve you from civil disabilities, but not from social disabilities. It can protect your life and property, and secure the enjoyment of your lawful rights, or punish those who infringe them. But it cannot dictate how you shall stand in your neighbour's regard, it cannot prescribe that he shall eat and drink and walk and talk and associate with you for the manifold purposes of every day life. If a Court decided that a caste could not expel any member who married a widow, the Court could not prevent the caste from sending you and your spouse to Coventry. No; the battle of all social changes must be fought outside the Courts, and those who have the boldness to take the lead must have the fortitude to endure the consequences of a departure from the ways of "tyrant custom." Of course any overt acts, any flagrant insults, any libellous assertions—such as that the newly married widow was not a wife—should be punished with exemplary punishment; but we doubt the policy as well as legality of proceeding against the caste, even though it should decree expulsion. The proper remedy would be a powerful demonstration of opinion and feeling by all the so-called, and in many cases real, reforming Hindoos; and the establishment, by an exercise of public spirit, of a strong public opinion in favour perfect liberty to do what the law permits. The courageous Hindoos who are breaking down a cruel and immoral custom are, at all events, entitled to the hearty sympathy of Europeans, and we have no doubt they will receive it.

STAFF SURGEON A. TEMPLE has been brought on the strength of Her Majesty's British Forces in this Presidency from 4th June 1869.

MAJOR FREDERICK STAFFORD HEWETT, Major James Campbell, and Major Torin Thatcher, having completed twenty-six years' service, have been promoted to be Lieutenant-Colonels from the 9th June 1869.

THE following temporary appointments have been made, pending the order of the Government of India, consequent on the departure to Europe of Major T. Knight, Military Paymaster, Poona Circle :—

Captain T. H. Turner, Examiner, Ordnance Department, to act as Paymaster, Poona Circle.

Major W. H. Blowers, Acting Pension Paymaster, Poona Circle, to act as Examiner, Ordnance Department.

Major W. Bannerman, H. M.'s Bombay Staff Corps, to act as Pension Paymaster, Poona Circle.

THE "Pioneer" understands "on good authority," that the Medical Officers of Her Majesty's Indian Army are preparing a memorial for transmission to Government regarding the unsatisfactory state of the Medical Retiring Fund.

A CATTLE-PLAGUE is prevailing in the districts of Balasore and Kanti. The following are the symptoms, as described by a native Bengali paper:—"The body becomes feverish; a substance resembling phlegm exudes from the mouth and nose; the ears become insensible to sound; food is refused; and death supervenes. In some instances the body is covered with ulcerated swellings. The local name of the disease is *go-bhuntu*."

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

INDIA.

LONDON, 22ND JUNE.

In the House of Commons last night the Government of India Bill was read a second time, without debate.

Mr. Grant Duff, replying to Sir Stafford Northcote, said the auditorship of the Indian Accounts was formerly of an anomalous character. The auditor now simply checked the Home Accounts, the other duties being discharged by the head of the Financial Department.

The Members of the Committee, appointed to enquire into the Abyssinian expenditure, have been appointed. They comprise—Sir Stafford Northcote, Mr. Grant Duff, Lord Hay, Mr. Seeley, Mr. Eastwick, Major Anson, and twelve others.

IRELAND.

Government have sent a strong force of military and constabulatory to the north of Ireland, to prevent further disturbances.

REVIEW.

SEIZE MOIS AUTOUR DU MONDE. *

WE have read with interest the simple record recently published by a French gentleman of his travels round the world in 1867 and 1868. The Frenchman proper, it is well known, is no traveller; but here the author's name plainly shews whence he derived the spirit which led him to wander in distant lands. He himself ascribes this characteristic of his countrymen to their ignorance of the languages and contemporary history of other countries. Hence, he argues, the evils arising in France from an undue competition for Government employ, the presence of a large class of political mal-contents and the restraint put upon an increase of the population. But the cause he gives is, strictly speaking, but the effect of a deeper cause to be sought for in the national character itself.

M. Siegfried commenced by visiting Constantinople, Athens, Smyrna, Ephesus and Rhodes; after which he travelled through Syria, Palestine and Egypt. We deem it needless here to linger amid regions so often described as these have been, and we therefore pass on to the next scene of his wanderings, India. When we state that his first impressions of this country were received at Bombay, we feel sure of awakening the interest of our readers. As soon as we know that there has been "a chiel amang us takin' notes," we naturally ask ourselves whether he will deal out praise or censure. Strangers, we know, do not always paint the spots they visit all *couleur de rose*. The once-famous Mrs. Stowe, for instance, contemptuously passed Strassburg, with its glorious minster, by with a cruel allusion to the super-abundance of its insect life. M. Siegfried, however, we are happy to say does Bombay ample justice. He resided, he tells us, during his stay here, at a bungalow on Malabar Hill. Of this charming retreat we give the description as nearly as possible in his own words:—"Picture to yourself on the slope of a hill a large garden full of brilliant flowers growing in the shade of banaana and orange trees. In the centre rises a pavillion consisting only of a ground-floor, where the rooms are all on one level and communicate freely with one another. You enter by a spacious verandah, where eastern sofas and easy chairs invite you to indulge in a *dolce far niente* during the hotter part of the day. The body of the principal building contains the drawing-room and the charming dining-room, of which I shall presently speak. To the right lie the owner's bedroom and the bath-room attached to it: to the left is the stranger's room. The whole is very roomy and airy, open day and night to the breeze which blows freely through the shutters; for on Malabar Hill glass windows are unknown. There is but little furniture in the drawing-room, which gives it all the lighter appearance. All this furniture is of black wood, carved in open-work according to the fashion of the country. As regards the dining-room, I have already said that it deserves special mention, and I now hasten to reach it. Mahomet himself could not have devised anything more charming for his paradise. It is not a room; it is nothing more than a verandah, open on three sides and overlooking the gardens and villas which cover the slope of the hill and extend to the sea, whose tranquil surface stretches out into the far distance. There, after a hard day's work, it does one good to dine and prolong one's talk over dessert while inhaling the freshness of the night and marking the moon's reflection on the sea or on the foliage of the palms." This to some may appear exaggerated; and yet which of us but has not also often felt the subtle charm of our brilliant moonlight, grand ocean scenery, and dwellings that are perfect Temples of the Winds!

Our author was duly taken to see everything worth seeing in Bombay. The bazaar was hardly a novelty to him, as he had already visited those of Cairo and Tunis. He missed the bright-coloured costumes, the quaint cries and narrow streets of the latter towns. Bombay by contrast appeared a far less noisy place. "Its streets are wide and airy, its shops are commodious, its merchants good-tempered and quiet. Its costumes, with the exception of the turban, are all of the same white cotton, and are not distinguishable at first sight from one another, except by the greater or lesser amount worn—from the better classes who are clothed in it from head to foot, down to the Pariahs who content themselves with a piece of string and a rag." M. Siegfried also made excursions to Mahim, Matheran, and Elephanta. With the caves of the last he professes himself disappointed. They are, he admits, certainly remarkable, inasmuch as they have been hewn out of the solid rock at a time when very imperfect means of excavating were known. "But two things detract considerably from the interest they excite. First of all, the complete ignorance one is in as to the period of their construction, which, however, is thought to be comparatively recent. Secondly, the complicated religious system of the Hindoos, which, having departed from the very simple and beautiful idea of one God under the form of a Trinity composed of Brahma the Creator, Vishnoo the Preserver, and Shiva the Destroyer, has later become overladen with a great number of subordinate deities and loses itself at the present day amid all kinds of idols and eccentric superstitions." M. Siegfried's visits to the Cotton Green, the cotton-presses, the principal banks and merchants' offices, and last not least to the Chamber of Commerce convinced him of "the magnificent resources which Bombay offers to the commercial genius of all nations." He adds:—"Its future is a splendid one now that the great lines of railway, all but completed, are about to radiate from Bombay to all the provinces of India: in the Deccan to Madras; in the Central Provinces to Nagpore and Jubbulpore; in the North to Agra, Delhi, and later Lahore; in Bengal to Calcutta. What a field will there then be for a more and more easy, and consequently a more and more considerable exchange of the industrial products of Europe for the rich stores of India!" The great share mania in the past also attracts his notice. How, indeed, could any one describing Bombay deny himself all reference to so interesting and instructive a period in its history! We will not, however, weary our readers by repeating a well-worn tale.

One thing only did M. Siegfried earnestly long to see: that was a nautch. Fortunately for him, an opportunity presented itself through the kindness of Mr. Dinshaw Manockjee Petit. That gentleman gave a grand entertainment, to which the author was invited. The host "in full Parsee costume received his guests at the entrance to his verandah and conducted them with all honours to a room lit up by thousands of lights. There a servant presented you with a bouquet and sprinkled over you some drops of rose-water. Champagne was then offered to the Europeans and betel-nut to the Parsees and Hindoos. Four nautch-girls, covered with heavy trinkets and gold-embroidered dresses, sang, in a monotonous voice, a kind of native lament, and occasionally made a step forward or kept time to the measure by swaying themselves to and fro. That was all, and that suffices from the 1st of January till the 31st of December to amuse the natives and help them to pass an agreeable evening. I expected something more *piquant*, and I confess myself disappointed. In the intervals of rest, musical boxes, mechanical birds and a self-acting piano were set going, all of which invariably give pleasure to the natives of the East, sometimes to the English, to the French never!"

So much for Bombay. M. Siegfried afterwards visited Akola, Nagpore, Allahabad, Delhi, Agra, Benares and Calcutta. In the last-named place he spent a whole week, yet the following is all that he vouchsafes to say of it:—"I did not visit the sights of the town, which the English call the City of Palaces. Their Britannic style did not attract me at all, and I preferred spending all my time in conversing with merchants and members of Council." He next describes Madras and Ceylon, whence he sailed for Java, Singapore, China, Japan and San Francisco. Leaving the last city, he travelled through the plains of the Great Salt Lake and crossed the Rocky Mountains *en route* for New York and Boston. We refrain from giving here in detail his picturesque sketches of the various places which he visited on the way, as our intention has been to treat of Bombay alone. The work is written throughout in a lively, agreeable style, and is generally interesting. A clearly-printed map of the route, and an appendix containing a report addressed to the French Minister of Commerce accompany it; the latter would no doubt possess an interest for those who study statistics.

* Seize Mois autour du Monde: 1867—1868, par Jacques Siegfried. Paris, Hetzel. 1869.

DECLINE OF SANSKRIT LEARNING IN INDIA.

(*Native opinion.*)

DR. WILSON'S remark the other day at the Asiatic Society's meeting that the study of Sanskrit, and, especially, of the old Vaidic literature, was fast declining among the Pandits of Benares was not more true of that chief seat of Brahmanical learning in India than of the whole country at large. Go where you like; go to Poona, Nassik, Sattara, Benares, Nuddea, or any of those places, noted at one time or other, as seats of Sanskrit learning, you will find the same tale told, the same phenomenon at work. All literary activity in the matter of Sanskrit is gone, and the study is at this moment at its lowest ebb in India and is, in fact, fast disappearing. This is the theme of the modern pandit's lamentation as much as it is the subject of the European philologist's expression of regret. It is a text on which the Pandit expatiates at length whenever an occasion is afforded and even grows eloquent while contrasting the present state of learning with the Augustan period of Sanskrit literature under the patronage of Raja Bhoja of Avanti, when the literary triumphs of a Kalidas, or a Bhavabhuti were celebrated with great pomp and eclat. Or, he carries us further back into those remote periods of our literary history when the pursuit of literature was carried on, even under the greatest difficulties, under a high sense of religious duty. To incite us to go back to this study, he points to us the example of the rapid progress which the study of Sanskrit is making at this day in Europe, even if it be only for the sake of its philological importance. He instances enthusiastic worshippers on the banks of the Thames, and of the Rhine, and pertinently asks us to point out men equally devoted on the banks of the Ganges, the Godaveri, or the Moola Moota. The names of Max Müller, Lassen, Goldstücker, Weber, Benfey, Stenzler, Brockhaus, Kern, Westerguaard, Hall, Rost, Muir, Griffith, Whitney, and a host of rising scholars, are put forward and we are tauntingly asked to point out similar names in India.

There is certainly much truth in the modern pandit's lamentation. The old generation of pandits, noted throughout the country for their learning, is fast dying away, without leaving successors on whom their mantle can fall worthily. Viewed by the light of the present day, their learning may be found to be defective in several respects. They may, in one sense be described as living encyclopedias of grammar, poetry, philosophy or sacred literature. It must be confessed, however, that they know *thoroughly* and *well* what they set their pretensions to. Under the native rule they had various openings and sources of income. They received annual incomes in the shape of *Dakshinas* from the State. They found employment in the various Government offices superior as well as subordinate. They were useful as judges, or as legal advisers, or as teachers of *Dharma Shastra* or Hindu law.

Within the last few years, the Benares College lost some of its best native Professors of Sanskrit in the persons of Pandit Govind Deva Shastri, Pandit Premchandra Tarkavagisha, and others. Western India, too, has suffered in the loss of Rama Shastri, the celebrated upright Judge at the Peshwa's Court; of Nilkantha Shastri Thaté, an excellent logician; of Kupà Shastri, Judge in Sindia's territory; of Trimbak Shastri Shaligram, well-known for his intimate knowledge of the *Rig Veda* and the six Shastras; of Moreshwur Shastri Sathé, a literary genius, distinguished as a Professor equally of Hindu logic, law and metaphysics, and once employed as Head Professor in the late Sanskrit College at Poona, and, subsequent to its abolition, as Judge of Scindia's Principal Court; of Raghunath Shastri Parvate, noted as a professor of Hindu logic law, and metaphysics, and of Dhond Shastri Dengvekar, well-known as a grimmarian. Gujarat also has suffered in the death of some of its Sanskrit scholars, the most eminent of whom was Mahashankar Shastri, a noted grammarian of Baroda, who had finished his education at Benares, and who on his return from thence was patronized by H. H. the Gaekwar up to the hour of his death.

We have thus far mentioned the names of some of the Pandits on this side of India who are now dead. There are a few living Pandits, however, who deserve an honourable mention in connection with Sanskrit learning on this side of India. We mention them more prominently, since in the new generation of students, we meet with few, very few, who can lay claim to Sanskrit scholarship as thorough as any of them in the various departments of learning with which they profess to be familiar. The number of such Pandits, we regret to say, is very small. It is getting smaller and smaller every day.

Among Marathi speaking population, Bombay can boast of at least two Pandits noted as thorough Sanskrit scholars. We allude to Pandurung Upádhyáya Gurujar, a ripe Sanskrit scholar, Vaidik as well as Paurânick. We have also Pandit Appa Shastri Khadilkar, a grammarian, a native of Nassik. He was one of the editors of the Mahábhárta issued from the well-known press of Gunpat Krishnaji, and of the *Vishnu Purana*, for the first time published in Bombay. He is also the author of a commentary on *Subhrishita bhanjna*,

a work partly in prose and partly in verse composed by Jivanji Maharaja. Among the Gujarati Pandits, Vaidyanath Shastri deserves an honourable mention.

But Poona can still boast of a good many Pandits. We have in the city of the Peishwas Bhiku Shastri Godbole, a *Naiyayika*; Nilkantha Shastri Bhatt, a *Mimansisek*; Bal Shastri Deva, a grammarian. Sattara boasts of Bhau Dixit, and Narayen Acharya, a *Naiyayika*; Nassik, of Sadashiva Shastri Joshi, a grammarian; Trimbuk of Goving Shastri Lelé, also a grammarian, and Janarthan Shastri Swami, professor of alankar or rhet

it is covered by the sea at high water, and a new embankment has been built very much higher than the former one. Nevertheless last year the sea overtopped even this one, and where previously water was but 6 feet deep it is now 12 feet. Formerly only a very small boat could cross over from Wowania bunder in Kathiawar to Jhinji bunder in Kachh, whereas large vessels of 100 kandlies tonnage can go there now with ease. Colonel Keatinge and I met the Morvi Chief at Wowania in 1863. The Morvi Chief informs me that on the very spot where our tent was pitched—a spot where sea water had never then reached to—is now covered by sea water to the depth of 3 feet. Formerly there was a footpath from the Morvi village of Barol to Jhinji in Kachh. This is now impassable from the encroachment of the sea, which now never recedes from thence as it formerly was wont to do.

9. The Chief of Mallia forwards two depositions showing the advance of the sea at Mallia. So great has been the advance of the sea, which is forming a deep channel in the Ran, that there is every prospect of Mallia soon becoming a seaport. The Chief has therefore made overtures to Kachh relative to opening a bunder. Translations of the depositions sent by this Chief are appended to this report.

10. It is all very well to call all this mass of facts crude, and to place no reliance on traditions like that of the crossing over of Jam Rawal, and to say that the fact of the encroachment of the sea does not fit in with certain geological theories, which in all probability in another 10 or 12 years will be superseded by others, but when we see that the action of the sea is precisely the same on the southern coast of Kathiawar, and that in the same way as the islands of Bet, Chaka Nura, Adjar, Bahidar, &c., once formed part of the coast of Kathiawar and have now by the encroachment of the sea become islands, so on the southern coast, Perim, the Shiyal Islands, and many others also once formed part of the mainland, and have by the same depression of level of the land and action of the sea been converted into islands, one is led to conclude that the theory broached by the writer in the *Saturday Review* is not wholly devoid of a foundation in fact, however ill it may suit the ideas of amateur geologists, who without personal investigation dispose of every new theory according, not to facts, but to certain preconceived ideas of their own. It is not likely that Navanagar should, to suit the theory of the writer in the *Saturday Review*, wish to open a new bunder at Mananora, a spot to which no vessel has been hitherto able to approach in the memory of man, nor that with a similar object in anticipation of the construction of a port being one day feasible in their territory, should have recently entered into negotiations with Kachh. Nor is it likely that for a similar object the sea should have risen so many feet at Wowania and flooded acres of land, from which formerly it was far distant, or have pushed on deep channels far to the east of their former course.

11. It is not my province here to discuss the theory of the formation of Rans in general, but I think the idea that they are formed by the silt accumulated at the mouths of great rivers is manifestly untenable; for if this theory be correct, we might expect to see Rans at the mouths of the Narmada, Tapti, Ganges, Jhelum, Indus, and other large rivers. It is extremely probable that Egypt may have been formed from the silt of the Nile; but it must be remembered that none of the phenomena of the Ran occur on the coast of Egypt, and in no other part of the world that I am acquainted with do these phenomena occur; whereas large rivers abound, and the Banas, which is the largest river that empties itself into the Ran, is after all but a third or fourth class Indian river. At the same time I think it extremely possible that that portion of the Ran immediately adjacent to the mouth of the Banas should be rising in level; but there can be no doubt that the western portion of the Ran is either being depressed in level, or that the level of the sea is rising.

12. I have read the extremely interesting paper of Mr. Sowerby on the subject of the relation between the levels of lar and sea on the Kathiawar coast. It is impossible to say at what theory is the correct one until the beach-marks of the Trigonometrical Survey have been erected, and until more scientific investigations have been conducted by skilled geologists, aided by yearly surveys. If these were carried on yearly for a series of years in the Gulf of Khambay, the Kathiawar coast, the Gulf of Kachh, and the Ran, not only would one of the most interesting geological questions of the age be solved, but a considerable service would be rendered to vessels employed in navigating those seas.—I have the honour to be, &c.,

J. W. WATSON,
Political Assistant, Kathiawar, in charge W. D.

I make the following statement in the Court of Thakur Morji of Mallia:—

My name is Lalo, my father's name is Mandan, by religion Mussalman, caste Miyana, age about 50 years, occupation cultivator, resident of Mallia.

I sail in boats from these last 30 years, and say that the water of the sea, in our Ran, comes and dries at the same time as before. There are two nullas come from Hanjthal, the water of which encroaches into the land with such a force that it cuts the land a mile or two every year. The nullas which come touching the coast of Kachh is the most penetrating one, and the other, which comes in middle of the Ran towards our side, is not equal in force to that of the former, but longer and broader.

About 20 years ago the carts were used to pass near the Morvi villages to Jajsur and Baral, which they do not now, also on the road of Wathia the water which formerly got dried up remains now all covering the land.

The tide of the sea penetrates as far as half a koss at Nowa Tullao on the frontier of Morvi and Mallia. Sumvut 1925, Asso Vad 9th, Halari.

I make the following statement in the Court of Thakur Morji of Mallia:—

My name is Ibhraham, my father's name is Doso, religion Musalman, age 50 years, occupation service, resident of Morvi, village of Bagasra.

In Samvat 1898 we had established ourselves at Tonk to graze our cattle, and the road by which we used to cross the Nara Ran was two miles from the expanse of water of the sea, but it has gradually begun to encroach towards the said road. In last year the water had come up to the old cart road leading from Mallia to Janji. The sea has made two narrow deep creeks—one on the Waghar coast, and the other on the Kathiawar coast towards Mallia. These two creeks, especially the former, appear to have been advancing with great rapidity. The footpath in the Ran leading to Waghar coast, which was at a far distance from the sea water, is now generally covered with it, and one of the creeks has advanced so far as to meet it. Several halting-places or bisamva on the Wandhia road were seen 10 years ago from a great distance, but now these places are all surrounded by the water. Samvat 1925, Asso, Vad 9th, Halari.

(True copies)
W. W. ANDERSON, Political Agent.

After a conversation of some length, in which many of the members took part, the best thanks of the Society were voted to the Right Hon'ble the Governor in Council for the interesting communication, and the meeting adjourned.

INDO-EUROPEAN TELEGRAPH.

THE following dates of private telegrams were received at the Bombay Telegraph Office during the 24 hours ending at 8 o'clock yesterday evening:—

From United Kingdom, 17th, 18th, and 19th June.
From Continent of Europe, 18th and 19th June.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 22nd to 8 P.M. of the 23rd June is as follows:—

To Bombay	Max.	Min.
From Kurrachee	2 5	0 1
" Calcutta	3 29	0 41
" Madras	4 55	0 26

Communication between Bombay and Kurrachee perfect.

A CURIOUS CASE OF ABDUCTION.

(THE QUEEN *vs.* TARACHUND KESHOWRAM & FOUR OTHERS.)

AT a Court of Criminal Sessions held at Ahmednuggur, before Mr. A. St. John Richardson, Session Judge, Tarachund Keshowram, Rutnachund Khoobchund, Ramnath Kuchadas, Birmia Boodun, and Ramchunder Yeshwant, committed for trial by Mr. Alfred Keyser, Magistrate F. P., in the district of Amednuggur, was charged, under section 366 of the Indian Penal Code, with having on or about the 24th February last, abducted a girl, aged about twelve years, named Gujee with intent to compel her to marry Tarachund Keshowram, the first accused, against her will. For the defence it was argued, that the complainant Walchund, whose daughter was abducted, admitted the relationship of marriage, or a contract to perform marriage between his daughter, who was described as twelve years old, and the accused Tarachund, and that a question about payment of the dowry was the sole obstacle; and it was further argued that the girl at the time of the abduction was not in lawful guardianship.

The girl, when she appeared in Court, was concealed in a gorgeous robe, and spoke in such strange, grave, tones with such extreme insolence of gesture and voice in reply to the public prosecutor's questions, when asked her name and age, that it appeared to the Court some gross impersonation was being practised. Notwithstanding the diminutive stature of the child it was considered, from the extraordinary tone of her voice, that she must be both older than she looked and of a very determined violent disposition. She deposed that she was carried away against her will by force, and she was carried into Gungaram's house, and there she saw Kashiba and Vittoo, the accused Rutna and the Marwaree priest, the third accused, and the accused Tarachund, whom she pronounced her husband. No one told her why she was brought there, and she was not aware of any contract of marriage between her and Tarachund. The accused Rutnachund put clothes on to her and also bracelets. They lighted manure fuel and made a *burnt* offering, and *that*, she added, indicated marriage. She was not consenting to the marriage with Tarachund. The accused Birmia Boodun admitted he did carry away Gujee to the house of Kalooram.

The Sessions Judge on the evidence before him convicted the fourth accused, Birmia Boodun, and sentenced him to undergo rigorous imprisonment for ten years, agreeably to the provisions of section 366 of Act 45 of 1860. The other accused persons were discharged.

On the above conviction and sentence a petition was presented on behalf of the accused to the Judges of the High Court, who reversed the conviction and sentence passed against the accused and ordered his discharge.

GIRGAUM POLICE COURT—23RD JUNE.

(Before R. H. SHOWELL, Esq.)

EMBEZZLEMENT.—Dullah Chund Ooma was sentenced to hard labour for a month, for embezzling eight rupees belonging to Umbee, woman.

CRIMINAL BREACH OF TRUST.—Babajee Succaram was charged with fraudulently misapplying in breach of trust, seven *sarees*, and other goods, belonging to Toolseyram Ramsing, and was on conviction sentenced to hard labour for six months.

OFFICIAL ENQUIRY REGARDING THE LOSS OF THE BUCENTAUR.

THE Marine Court of Enquiry, consisting of John Connon, Esq., Acting Senior Magistrate, and Captain Wilkinson, of the P. & O. s. s. Golconda, appointed by Government to enquire into the circumstances attending the loss of the Bucentaur, on the south-west Prongs, resumed its sittings in the Fort Police Court on Tuesday afternoon.

Mr. Hearn appeared on behalf of the Government (assisted by Mr. Jolley, Second Assistant Master Attendant), and Mr. C. E. Stanger Leathes for the captain.

The evidence having been finished on the previous day,

Mr. Leathes addressed the Court on behalf of Captain Webster, of the Bucentaur. The evidence, he said, had been so fully taken that he would call attention to only a few points that seemed of importance, so far as regarded the conduct of the captain and officers. The point that the Court would have to bear in mind was, whether the loss had been occasioned by improper conduct or gross negligence or carelessness on the part of the captain or officers, and he confidently submitted that the evidence was sufficient to acquit the captain of all blame. It was abundantly clear that up to the time of sighting the light-ship, on the morning of the 4th, everything had been done that was right. Soundings had been got, the bearings of the outer light-ship was taken; the situation of the ship was thus ascertained, everything was in proper shipshape order, and every step had been taken that could have been up to that time. Then a pilot schooner was reported to the leeward. The captain had previously run up a signal for a pilot and there was a man at the masthead to look for a pilot near the outer light—the place where the schooner would have been if in its proper place—but no schooner was visible, and that for a good reason as they had heard—that there was none out except this one to the leeward and a long way off her cruising ground altogether. The captain stood for this schooner thinking he would get a pilot off it; a little way down he was passed by an outward-bound vessel, and not getting any signal from the schooner, he almost immediately placed his ship to the windward and made for the harbour—which he (Mr. Leathes) believed was a proper thing to do. Now the question might arise, whether the captain did right in endeavouring to make this pilot schooner; but he thought there was a sufficent answer to that in the evidence of Mr. Pilot Smith—that he would have had no objection to take the outward-bound vessel to the schooner if the captain would have allowed him. On returning, Captain Webster took the proper observation for entering the harbour and he was then three quarters of a mile from the reef. He went on to the east, and if he had been able to keep on that course, as he thought he would, he would have kept clear of the reef altogether. But the weather became squally; it was stiff and heavy with a strong S.W. swell rolling in with a set to the northward. The ship held on her course until all of a sudden the wind shifted;—the Court could have no doubt whatever on this point, for it was spoken to, not only by the captain and officers, but also by Mr. Pilot Sculthorpe, who was in command of the schooner. There was a sudden shift of the wind three points to the east; and it was, he submitted, to that sudden shift of the wind that the loss of this vessel was to be attributed.

Captain Wilkinson—There is one remark I would call your attention to. You say that he pulled up the ship to the wind. Now the evidence was that he did not pull up the ship to the wind till a short time before she struck. That was where his error was, I thought.

Mr. Leathes—My note of the evidence is, that after passing the outward-bound ship the wind was S.S. E. and he pulled up close to the wind.

Captain Wilkinson—He pulled up, but not close to the wind.

Mr. Leathes proceeded to remark that after the wind shifted the ship would not stay, and then the captain did what he thought a proper thing—braced the yards sharp up and endeavoured to get way on her. The ship then came round on her heel and struck on the outside of the Prongs. The captain was on the poop at that time and had been so all night; all hands were on deck; there had been a man at the masthead till twelve o'clock when the captain could make observations from the deck,—everything had been done that prudence, foresight, or caution could suggest to bring the ship safely into harbour. It might be suggested that instead of going to look for the pilot schooner, the captain ought to have cruised about near the outer light-ship; and a member of the Court had suggested that it would have been tolerably easy to run in without a pilot. But supposing the captain had done so, and that this ship had met with an accident, what would have been said. Why, the first thing that would have been said against him would have been—"What business had you to attempt to make the port without a pilot?" and they would have been down on him doubly if he said he saw a pilot schooner—they would have asked—"What right had you to attempt to make this port when you saw this pilot?" The pilot had hoisted a signal on the outward-bound vessel, but he had told them that it was intended for the schooner in the first instance; and had he wished to speak the ship it was his duty first to hoist her number in order to direct the captain's attention. The captain had told them he was not aware there was a pilot aboard or that he was communicating with him, and the first officer had stated that the weather was such that it would not have been prudent to send off a boat. Besides that, the outward-bound vessel held on her course, and as it would have taken ten or fifteen minutes to launch a boat, the vessel would have gone a considerable distance before a boat could have reached her. The captain had no certainty they would get to the ship, and under these circumstances he was bound to exercise a discretion in risking the lives of his crew; and he submitted that he had acted as discretion required. Mr. Smith had told them he saw the course the Bucentaur was making which would lead her into danger, but had said he did not give the slightest caution that she was not steering for the port. Now either Mr. Smith must have thought at the time the ship was going in a proper course, or else he had not thought much about it, but had allowed his feelings to be worked up after, —for he could not imagine that any man would see a vessel running into danger without giving any caution whatever. Then there was the fact that the warning was given from the shore;—no signal was hoisted, no gun was fired, and the ship was allowed to go headlong to destruction without anybody taking the trouble to warn her that she going into danger. Either a proper out-look had not been kept,—which one could hardly imagine—or the captain was steering a course which he thought was a safe and proper one. He submitted that the evidence showed that it was in consequence of the heavy wind then set to the north, and the heavy weather that the ship went ashore, and that if it had not been for that, she would have come safely into the harbour, and they would not have been called upon to sit there that day. Another point was that the captain had been asked a good many questions and a good deal had been said about his compasses. He was asked if he had adjusted them that morning, and he replied that he had not, but that he had done it on the previous day. With regard to this point he (Mr. Leathes) spoke with deference, not being accustomed to such matters; but it appeared that on the previous afternoon the captain knew the bearings of Kennery and steered for it and came to it.

Captain Wilkinson—He had not seen Kennery.

Mr. Leathes—I don't think that question was put.

Captain Wilkinson—His evidence was that the *first* thing he saw was the light-ship, and there was no use asking any further questions after that.

Mr. Leathes—That was the first thing he saw in the morning.

Mr. Connon—If you wish it, we can put the question yet.

Mr. Leathes waived this question, and proceeded to say that at any rate the captain was satisfied, and there was nothing to show that he was wrong in that supposition. Mr. Sculthorpe, the Court would recollect, stated that when he saw the vessel she was on her right course, and Mr. Smith said that if he had been on board the Bucentaur he would have gone on the course she did until he found he could not make it any further, and then he would have had to stand out. A great many questions had been asked as to how the ship swung after she struck, and there seemed to be a good deal of doubt on the part of the witnesses as to that. He had looked through the evidence and found that the captain stated that she went round on her keel.

Captain Wilkinson—The captain's evidence was that she worked to the north.

Mr. Connon—That evidence of the captain is not quite supported by the rest of the evidence.

Captain Wilkinson—The captain said he wore the ship and that whilst wearing she struck, and I was anxious to know whether, if there had not been a fall of the wind, she would have gone round. It would have given a very different aspect if the ship had gone ashore owing to a fall of the wind while wearing rather than striking immediately when she was taken aback.

Mr. Leathes continued to remark that the Court had seemed dissatisfied with the conduct of the captain in not getting the life-boat out sooner than he did. He suggested that the captain's first duty was to stand by his ship and do all that he could to get her off, and he had done so until he saw the steamer coming from the shore, and then, thinking further efforts hopeless, he sent his hands to get the tackle ready to launch the life-boat. He did not anticipate the ship breaking up, and the result showed that he was right, for there she was yet, and the people were living aboard of her he believed. There were no passengers to save; the captain's life was as precious as any of his crew: he thought that as long as there was any chance of saving the ship, neither he nor his hands should leave her, and he hoped the Court would not think he had been reckless of the life of his men.

Mr. Connon—Not at all; quite the other way.

Mr. Leathes—I have only one other observation to make, and I trust the Court will take some notice of it—that is on the evidence with regard to the pilot system of Bombay. I think it is not proper that in a port like this—a port of the magnitude of Bombay—there should be but three pilot vessels of any kind, sort, or description. That is the evidence, and I submit that that is not by any means suitable for the requirements of this port. Mr. Sculthorpe said that three pilot vessels are all there are for this port, and at the present time, during the S. W. Monsoon, one is laid up in dock and has been so for some time, and of the other two, one had her sails and yards carried away and was left disabled a long way off her cruising ground. Captains of ships are expected to take pilots on board when coming into this port. But how are they to get them? Are they to be blamed for not taking pilots on board, and for the consequences, when even at this time of the year, there is scarcely a single pilot vessel capable of taking out a pilot. I suppose the other pilot steamer is now ready, but she never got back until Sunday night, and therefore from Thursday till Monday there was but one pilot schooner in the whole of this port capable of going out to look after vessels. Whether she is refitted and capable of going out I don't know, but I ask Mr. Soulthorpe to what he attributed the carrying away of the mainsail and the jibboom —if to the violence of the weather or any such cause—and he said no, the sails had dry rot.

Mr. Connon—Bad material supplied by Government?

Mr. Leathes—That scarcely appeared, for they had been laid up in the loft, and perhaps had not been looked over, but were taken down and sent out. I submit that the compliment of pilot-boats is not sufficient for a port of this magnitude, and I would ask the Court to bring this matter to the attention of Government, not only in the interest of my client, but in that of the shipping community. I respectfully submit that the captain did what he believed was right, and acted conscientiously. He is a man who has a knowledge of the port and believed he would safely enter the harbour, and if he committed any error of judgment, I would ask the Court to bear in mind the consequences of an adverse decision in a case like this. It would be serious to the captain and all concerned, and I submit there is no evidence of negligence or of carelessness; there may have been an error of judgment, but that is all. The captain was on deck the whole of the night previous and the day of the 4th. The officers and crew were steady, respectable men. All worked well, and everything was done that could be done to bring the vessel into port. She unfortunately happened to get on this Prong; but I ask the Court to bear all the facts in mind, and if they should differ on some points from the captain, I would beg to remind them that this Court, as constituted, comprises only one nautical member, and generally nautical men will differ, and under such circumstances no two would do the same thing. I throw out this remark in the hope that the Court will not consider it offensive, and I ask them to exercise every forbearance in coming to a conclusion which I hope will be favourable.

Mr. Connon—The consequences involved are so serious that we do not care to give an immediate judgment; besides we are expected to give it in writing with the view to ulterior proceedings if necessary, and we will adjourn the Court for the purpose of giving our judgment.

The Court was accordingly adjourned till next Tuesday at half-past two o'clock.

ENQUIRY REGARDING THE LOSS OF THE GREAT NORTHERN.

THE Marine Court of Enquiry appointed by Government, and consisting of John Connon, Esq., Acting Chief Magistrate, and Lieutenant G. O'Brien Carew, late Indian Navy, met in the Fort Police Court yesterday afternoon to enquire into the circumstances connected with the loss of the ship Great Northern, off Bassein, on the 7th instant.

Mr. Hearn, solicitor to Government, appeared to watch the case on behalf of Government.

Thomas Trew, master of the Great Northern, was first examined by Mr. Hearn. He said—I hold a master's certificate of the Board of Trade, granted in July 1849. It was not saved from the wreck. I think it was 1015. The Great Northern was a full rigged ship three decked, of 1467 tons. She was built in North America, and was about 11 years old, classed at Lloyds, but I don't know the class. She was not A 1 at any rate. I was bound from Holyhead for Bombay with a cargo of coal. I left Holyhead on the 23rd of December and had very rough weather in the Channel for the first month. After that the weather was very fine till we got to the southward of the Cape, when we had the usual stormy weather till we got north of the Equator, and then we had very squally weather. We made Bombay on Saturday the 5th at 8 P.M., Colaba light bearing N.E., and the outer light ship S.E. Our ship leaked a little then, but it was nothing of any consequence. She was a bad ship to steer and to wear and stay, and we could have no confidence in her. When I came in sight of Colaba light and the light ship I took cross bearings, found my position, and then wore ship. I was then about four miles from the outer light ship. I wanted to get off, and be clear of the land, and intended to stand in, in the morning. I knew Bombay harbour well. The weather that night was squally for an hour or an hour and a half, after which it became calm, and remained so till four in the morning. We had a very strong current setting to the northward that night. The next morning, at four o'clock, when the breeze came, I made all sail, and at daylight sighted the land about 16 miles distant. A violent squall came on shortly after five from the S. W., with heavy rain and thick weather, and I shortened sail, and hauled the ship round to the W.N.W. upon the port tack. That squall lasted a considerable time, but at 9 A.M. the weather became more moderate and I kept to the E.S.E. I did not take any soundings at that time. At 10 A.M. I tacked to the westward, and at 11-30 we had increasing breezes with heavy squalls with rain. We tacked then back to the S.E. At 2 P.M. tacked to the W.N.W. with heavy squalls and thick weather. I used to sound every time when standing in, and every hour when going out. At 9 P.M. the weather was changed and I wore ship to the S.E., and got soundings at 20 fathoms; and at night I got soundings in 18 fathoms with the same sort of weather. Monday commenced with heavy squalls and rains and we lowered the upper topsail. The wind was then about S.S.W. At 2 P.M. got soundings in 16 fathoms, the ship's head S.S.E. and S.S.E. and by E. At 3 P.M. we got soundings at 14 fathoms, at 4 o'clock 12 fathoms, and the weather more moderate, and we made all plain sail. From the time we stood off from the outer light ship till the time I have just described I saw nothing except the land on Sunday. I thought the land was Malabar Hill. I know the ship had drifted to the northward. At 4 o'clock I made sail. I did not feel positive that the hill was Malabar, because I knew I had drifted to the northward. At 4 A.M. made all requisite sail for beating to windward, and still stood on. At 5 at daylight I got soundings in 11 fathoms, and sighted land, having gone about four miles since we were in 12 fathoms. There was then a nice good working breeze, so that I could carry whole topsails. The weather was clear. I could not make out what the land was, but I could still see the same hill which on the previous day I had taken to be Malabar Hill, bearing about S.S.E. about twenty-four miles off, sometimes we were heading S.S.E. I fully considered I was twelve or thirteen miles from the land and had no intention of putting the ship round. At 5-30 there was a sudden appearance of wind from the westward. I made up my mind to go about at once. The hands were called, the head-sails put down, and the ship came up a little—very little—and then she struck. She struck aft the mizen-mast. The chief officer hove the lead. I don't know what she struck upon. She struck lightly at first but afterwards heavily. Finding her way was stopped I gave orders to let go the port anchor, to prevent her driving any further on the shore, and clew all the sails up. I knew it was no good to try to get her. It was then about half flood tide. We ran out 80 fathoms before she was brought up, for the stopper carried away at 45 fathoms. I then told the carpenter to sound the well and he reported two feet. The ship was then bumping very heavily, and the masts knocking about frightfully, and I expected to see them come down every minute. The ship was still riding to the port anchor. The carpenter then reported the rudder useless, and immediately after the port side of the wheel was cut right down by the chain. I then let go the starboard anchor with a good stopper at forty-five fathoms and let it remain under foot. I then told the carpenter to get ready to cut away the mainmast to lighten the ship. We were about six miles from the shore. I called the carpenter aft to me just as he was ready, and at that moment the ship broke her back and she immediately settled down in the water. The boats in the meantime had been got ready and were hanging astern; the cutter was stove in getting her over the side. I then ordered all hands into the life-boat. There was a very nasty sea running. They all got into the life-boat and I got in last. The deck was then flush with the water's edge and the sea breaking right over her. We got away from the ship very well and I gave the men the best of advice. There were some good swimmers among them, and I directed them if the boat capsized, which she was bound to do, to get the end of the line and swim with it to the shore, and those who could not swim to stick to the boat as well as they could. We made for the land, but on approaching the breakers we passed the first two very well, but the third took the boat right under the stern and turned her completely over. I found myself jambed under the boat and had some difficulty in getting clear. On coming to the surface I saw all hands, or nearly all hands, clinging to the boat. I did so myself to recover breath, but we were continually washed off every forty seconds or so. This lasted I should think for twenty minutes. At that time I had no idea of reaching the shore alive and had given up all thoughts of being saved. A heavy sea caught me on the back and washed me some distance towards the beach and I fancied I touched the bottom. One or two more rollers took me still further in, and then I felt the ground and called to some men who had got on shore to come and assist me, and drag me in what they wanted to save my life, as I was quite exhausted. They did so, and carried me up on the beach and laid me down. I was so ill that I could not go myself, but was obliged to send the chief officer and carpenter away to the station to telegraph of the loss of the ship. I became unconscious. When I came to myself I mustered the crew and found 16 hands missing. The chief officer then told me that he had just buried the cook who had died. The cook was the only man washed ashore that day. Fourteen men were saved, including the first, second, and third officers, the carpenter, and sailmaker. Some of the best swimmers were drowned, who were strong healthy men. The boatswain was a good swimmer. I saw him and told him if he got on shore to remember me to my wife, but after that I saw him drowned, and then I gave up hope myself. I was much exhausted, but the crew who were saved were not. They carried me down to the village, a fishing place called, I believe, Kullum, which was about a mile and a half off from where we were washed ashore. We saw the natives, but we had great difficulty in inducing them to give us either water or food. They gave us a small plate of rice, for which they charged Rs. 3. Finding that the men were determined to help themselves to water, they drew some water and poured it into our bucket which was washed ashore. I don't know what sort of natives they were, they wore no head-dress of any sort. I laid down for three or four hours, and then I felt refreshed, and went down to the beach to look at the wreck. Everything above the spar deck, with the exception of the mast, had been washed away, also the whole of the 'tween decks and cabin. The ship was then five miles from the shore. I could see right through her. The beach was strewed with wreck for four or five miles. I did not see any bodies washed ashore then. That was about half-past five, and Mr. Ansell came down and took us all away in bullock carts to his bungalow and paid us every attention. We stayed with him till the following morning at seven o' clock, when I sent the first and second officers to the wreck and went with the rest of the crew to Bombay. I have been to the wreck since. I went on the following day with the agent, Mr. Cooper, and Captain Dixon. She was just the same then with the exception of the mizen-mast being gone. The ship is about five miles N. N. W. of Bassein. The ship belonged to W. J. Ferney, I don't think she was fully insured. The Superintendent of the Sailors' Home and the chief officer went down and buried the drowned who were washed ashore.

By the Court—We want to ask you this—after you sighted the outer-light, which you seem to have done, what was your intention as to working the ship? Did you intend to attempt getting into the harbour?—(A.) I intended to stand out for four hours to the west and then run in in the morning.

(Q.) Was it impossible for you to do so?—(A.) With that ship it would not have been prudent to run in, she steered so badly.

(Q.) You were of opinion, with your knowledge of the ship, that it was physically impossible to run into the harbour?—(A.) Unless it were really a case of necessity it would have been folly for me to attempt to run into the harbour even by daylight.

(Q.) But you knew the danger in getting to the north at this season of the year?—(A.) That I am well aware of.

(Q.) Well, do we understand you to say it was an impossibility to prevent the ship going north?—(A.) What could I do? It was eight o'clock, and I had the whole night before me.

(Q.) But why should you have gone to the north?—(A.) I stood to the west—to the west by south—close hauled. If I had had a good working breeze all night I should have held my helm, but the wind began to fall off at about 9-30 and died away to a dead calm, and that was why I drifted to the north.

(Q.) Your ship having grounded, and you being under the necessity of taking to the boats and seeing broken water ahead of you, did it not occur to you to take a cask of oil and throw it on the water, as that is generally said to smooth troubled water?—(A.) It was not thought of at all; the ship went down so rapidly.

(Q.) The ship did not go down at all.—(A.) When the ship broke her back she filled and went down immediately. I went and got the papers, and the boy made them fast to a life-buoy and to the boat. The boy was lost, the papers were saved. There was no time for the oil, in fact I did not think of it. I was the last person that left the ship, and when I left her the sea was even with the deck and breaking over fore and aft. Three hours after that the whole of the 'tween decks was out, and everything from the upper deck was cleared off.

This finished the captain's evidence, and the enquiry was than adjourned till the following morning.

SECOND DAY: WEDNESDAY.

The Court resumed this morning at eleven o'clock.

Charles Joseph Jones, first officer of the Great Northern, was first examined by Mr. Hearn. He deposed—I hold a certificate from the Board of Trade. I have been here once before. On Saturday the 5th, about 7-30 P.M., we sighted the Colaba Light. We sighted the coast at about 5 P.M. and made out Malabar Hill. The captain took the bearing after running in as far as prudent into ten fathoms water. He thought it prudent to wear ship, and I agreed with him. We stood off, her head about W. by S. The weather was equally hazy and thick with rain, and a nasty cross sea towards the latter part of my watch. The next day, Sunday, at daylight, we were standing in for the land, but I did not see it. We stood in for about four hours and then wore ship and stood off again. It was squally weather, and we were making and taking in sail, and in the afternoon we tacked to the westward. We were in from 18 to 12 fathoms water that day. On Monday morning, at 5-45, I was called up to tack ship. As soon as I got on deck the master sung out "Hard Alee." All hands were at their station by that time, and I think the helm must have been down before I got on deck. As I was going forward I remonstrated with one of the men for not being sharp enough, and he said the ship had struck. The captain told me to clew the sails up and let go the port anchor, and I did so as quick as possible. We paid out 45 fathoms and she then carried away the stopper. The sea was then making a clean breach over her and the chain ran out 80 fathoms before I could get on the stopper. I could make out the land at this time, and thought from its hazy appearance that it must be about eight miles off. When I stopped the chain I was ordered to get the boats out, and in about ten minutes the two largest were ready. The ship's head was right to windwards and she was bumping very heavily. I could perceive her back broken at this time.

Mr. Hearn—Was the cutter stove in?

Witness—Which is the cutter?

Captain Trew—The one next the life-boat.

Witness—There is no life-boat about it.

Captain Trew—You came ashore in the life-boat.

Witness—I don't call that a life-boat.

Captain Trew—Call it the life-boat to distinguish it.

Witness—I call it the *whale* boat would be better. There was one boat stove in. I call it a pinnace. I should call the others the whale boat and gig. Neither of the boats was fitted up as a life-boat—they have no cork bags nor cylinders.

The Captain—I call one the life-boat to distinguish.

Witness—I took soundings by direction of the captain and found five fathoms water. I left the boy to haul in the line, but from the feel of the lead I think it was mud or sand. I went aft to let go the starboard anchor and found the port side of the windlass all gone. I let go the starboard anchor. The captain then ordered me to go and get my log-book, and I went and got it from my desk and gave it to the steward. I saw there was great confusion among the three boats, and thought some one had better go and take the management of it, and so I was ordered to go into the gig to pass the men into the pinnace. The pinnace was in a distance at the time, as she was full of water, and so I cut her adrift so that she might not stove in the other boats. I had taken only the cook aboard as he was the most helpless. The painter parted and we got adrift without any oar. I pulled up the bottom board of the gig and made a sail of it. We went on very well for half an hour making for the shore. The breakers were heavy and quick, and so I pulled down the board again as I thought I would turn her head to land. I had no sooner got her head to than she capsized clean over. I got clear. The cook caught me by the right leg and lacerated me. I still bear the mark. We were washed off three successive times, and latterly I shook off the cook. When I came up the last time I saw the whale boat ten yards off and laid hold of her. They told me the cook was not gone, and so I got hold of him and he was pulled into the whale boat. I thought the cook was gone, but they said he was not, and I then let go the whale boat and caught hold of the cook as he was going down, and then we were both pulled in. The whale boat capsized in about ten minutes after this. We were then about two miles from the shore. When I came to the surface after being capsized some of the men clung to the boat and some were swimming to the shore. I made for the shore, and was the first to get there. I did not exert myself much, the surf carried me. I touched the ground a few minutes after being capsized. I was up to about the waist then, and had some twenty yards further to go. I did not go ashore at once, but looked round to see if I could assist the others. I saw Brennan and Pemberton still twenty yards off. We got ashore and looked about for the others. The first we picked up was the cook, and he died in our arms as we were carrying him ashore. Soon after this the captain was brought ashore in a very exhausted state and the second officer and five of the crew came ashore, also much exhausted. Those that were strong enough went out as far as they could to render assistance to others. We did not see any one there, however, and so came back and buried the cook.

When I sent the sailmaker and carpenter to look for assistance. They returned in about an hour with some natives and a chattie of water. We then all proceeded to the village, which was about two miles off. The natives were not very kindly disposed. The captain ordered me and the carpenter to proceed to Bombay. We were told it was twelve miles off and agreed to walk if we could get a guide. We had great difficulty in getting a guide, and on getting one we walked about eight miles through the paddy fields. We had nothing on us but shirts and drawers, no shoes. We came to the Bassein road station, and were told we could not get forward till 9-30. I wanted to send a telegram to the agent in Bombay, but there was some delay, which the clerk has since admitted was owing to a block of the line. The clerk was a native. He refused to accept it, and would not have a sovereign as a legal tender. It was not sent while I was there.

Captain Trew—Mr. Ansell came and made him send it.

Witness—No sir. That was contradicted in the papers. The clerk said at a court of enquiry that he forwarded it, but it was obstructed and could not be forwarded any quicker than it was. It was directed to Mr. Cooper, the agent, and told him that sixteen lives were lost, and that the ship was a wreck, that the master was dying, and five men ill, and that assistance was wanted as soon as possible. The station master got me a gharry and sent me to Mr. Ansell. I told him what had occurred, and he at once got gharries together and came back with me. I then went to the village and found all the men much better. I could not see the wreck then. We then went to Mr. Ansell's house and he treated us like his own children—we could not have been treated better. We stopped at his house all that night, and next morning the captain and survivors proceeded to Bombay, whilst I and the second officer were ordered to go to the scene of the wreck. When we got to beach at 5-30 P.M. we found three bodies which I recognised as Humphrey Williams, Mark Hill, and John Burnett. The second officer and I buried Humphrey Williams and covered the others over with fragments of the wreck till the morning. The inspector of police then came up and was very attentive to us, and was the means of our getting what we wanted from the village. There were spare yards, three boats, and other fragments of the wreck washed ashore. The ship appeared to be broken up a good deal. We remained there nine days collecting the wreck together and looking out for the rest of the bodies and burying them. There were 16 lost and 14 saved. The ship was still visible at the end of the nine days. I did not go out to her. I could have gone out if I had had the means. The weather became fine. The wreck is about two miles off at high water and about a mile and a quarter at low. The bodies of all the missing men came ashore when I was there and buried.

By the Court—After seeing the outer light-ship, and going beyond it as you did, did you reduce sail?—(A.) Yes, not to allow the ship to forge too much.

(Q.) Was it not an object to have her well out to sea if you could not get into Bombay?—(A.) Yes; but at the time, on Saturday night, the wind was favourable for making Bombay.

(Q.) But having made Bombay, as I understand you to have done?—(A.) We did not miss Bombay on Saturday evening.

(Q.) You did not get in?—(A.) But that was on account of not having a pilot and the captain exercising his discretion not to go in.

(Q.) Well, that being so, you going to the north, I want to know the object of reducing sail?—(A.) Not to allow the ship to forge ahead too far to the north during the night. There was a heavy breeze, sir.

(Q.) We understood you to say that you were two miles from shore when the boat capsized?—(A.) I should think we were.

(Q.) Was it shallow water?—(A.) Not to my knowledge.

(Q.) Do you mean to say you swam two miles?—(A.) Yes; I can swim two miles, sir.

Andrew Mulyany said—I was second officer of the Great Northern and hold a second mate's certificate from the Board of Trade. The date was February 1866; I am not certain about the number. It was my watch from 4 o'clock to 8 o'clock on the morning of the wreck. The captain was on deck all the morning. The weather was squally. We were steering from S.S.E. to S.E. on the starboard tack. We had whole topsails and staysails. She had double topsails yards. The courses were set, all but the cross-jack. We were taking soundings every hour, and got 11 fathoms at 5 o'clock. The master took the soundings with the deep sea lead. I am not aware that we took any soundings after five. We had sighted land before that, but we could not make it out very clear, as it was hazy. I don't know Bombay very well, having only been here once before, but I know we were to leeward of the port. The weather was thick and squally. I should think the land was twelve miles off when we first sighted it. About half past five, as near as I can judge, we stood in for the land. The ship was close hauled all the time. About half past 5, under the captain's orders, I turned hands up to put about. The captain said we should have to go round. The helm was put hard down, all hands were at their stations, immediately he sung out "Hard alee," and the ship struck while she was in stays. She gave a heavy thump. I had not noticed any difference in the colour of the water, it was very thick every where. When we stood out, and were in 14 fathoms it was the same. As soon as the ship struck the captain again ordered the helm to be put hard down to see if the ship would come round. That had no effect and she remained where she was. Two men were thrown from the wheel as soon as she struck. The captain gave me orders to clew the sails up aft and to the mate to clew them up forhead and to let go the port anchor. Before I finished clewing up the sails aft one boat was launched—the pinnace—and passed astern, and then the whale boat and the gig next. The starboard anchor was let go. All this time the ship was thumping very heavily and the seas were breaking over her. Directly after this we were ordered into the boats. I got into the whale boat with all hands except the mate and the cook, who went in the gig. After

garding the proposed general census in 1871, to forward an abstract of the opinions of the several Commissioners and Collectors on the subject.

"2. These authorities are, it will be observed, unanimously of opinion that there will be no difficulty in giving effect to the wishes of the Government of India, and that the mass of the people will not view the measure with distrust or alarm.

"3. The Right Honourable the Governor in Council begs to express his concurrence in these opinions.

"4. Throughout the greater part of this presidency the work of enumerating the agricultural population could be done by the village revenue officers at but a trifling extra cost; and in the case of towns, the agency of the municipalities might be made available.

"5. This Government are of opinion that it is highly advisable one, if not two, preliminary censuses should be taken before the final one in 1871; and would suggest that one be taken on the 15th of November next.

"6. If this suggestion is approved of, I am to request that the necessary forms be supplied in due time, and that this Government be empowered to incur whatever expenditure may in their judgment be requisite."

Letter from the Secretary to the Government of India, to the Secretary to the Government of Bombay, dated 21st May, 1868.

With reference to previous correspondence on the subject of the general census to be taken in 1871, I am directed to forward herewith a copy of the papers marginally noted, and to request that the Governor in Council will submit to the Government of India, *with the very least practicable delay*, any remarks or suggestions that His Excellency may wish to offer in the matter.

[The following are the papers referred to in the above letter :—]

Letter from E. Gay, Esq., Member and temporary Secretary of the Statistical Committee, to the Secretary to the Government of India, Home Department, dated the 26th April 1869.

With reference to the memorandum from your department No. 1356, dated 16th ultimo, addressed to the Financial Department, and to the former orders of Government, I have now the honour to submit the form which the statistical committee recommend for use by the enumerators in the proposed general census of India in 1871.

The subject has been carefully considered at several meetings; and I enclose a copy of a report from a sub-committee appointed to draw up a form in accordance with the decisions arrived at. It will be seen that the Form A, which they recommend, is substantially the same as that finally adopted, and I may add that the reasoning on which that form is based is generally concurred in by the committee.

It has been considered right to limit the form proposed to the minimum of information that will give useful statistics, and this, it is thought, may fairly be required from all parts of India, where the local authorities are assured that further particulars can be obtained with advantage they may be added, but the committee think that this should be done with great caution, or more harm than good may result. Thus it is noticeable that, in each Indian census, the proportion of males to females is far greater than in Europe. It is worth consideration whether this may not be really often erroneous, and arise from the people preferring to omit all mention, or deny the existence, of females rather than to answer the questions asked about them. If this be so, it is evident that the real accuracy of a census may in some places be inverse ratio to the amount of details which it professes to give.

The only information of the novel kind provided for is the distinction of houses into "masonry" and "other than masonry." It is thought that, in this country, such a classification will give a most useful indication of the prosperity of the people, and hereafter allow of comparisons between the progress in wealth of different districts.

To explain the absence of provision for certain particulars, I may state that the committee consider it useless to demand the exact age, as this is seldom known to the natives themselves; that as reading and writing are taught in India simultaneously, it is unnecessary to provide columns for both, and that as marriage is almost universal among adults, the result of any enquiries upon that subject would scarcely repay the trouble and suspicion it would excite.

The committee desire to suggest that a census of cattle might with advantage be added to that of the population; a form for this purpose is submitted for approval.

I have the honour to submit copy of a memorandum prepared by Colonel Strachey. It has been duly considered by the committee so far as it relates to the enumerators' form, but they are of opinion that the further classification of castes, religions and occupations, is beyond their province, and will be better left to the department which may be entrusted by Government with the practical conduct of the census.

Report by Sub-Committee to the Statistical Committee on the proposed Census Forms.

We beg to submit, for the consideration of the statistical committee, two specimen enumerators' forms, marked A and B. Form B is the fuller of the two, and would supply information regarding the age and condition of every person in India, whether male or female. But upon full consideration we do not recommend the general adoption of this form. The objection to it is that it would give the enumerators power to interrogate the people regarding the age and condition, &c., of the female members of their households, and such enquiries might lead to suspicion and induce the people to make false returns. For these reasons, we think it safer to recommend Form A for the adoption of the committee.

2. Column 1 shows the number of the houses. In the suggested by the N. W. Board there was one column for the number of the enclosure, and a second column for the number of the house. We think the two columns are quite unnecessary. We should follow the custom of numbering which prevails in all municipal towns. Each house or collection of houses occupied by a separate family is numbered by itself, and we should follow this practice in enumerating the people. We have, therefore, dispensed with the column containing the number of the enclosure. We have divided our first column, the number of houses, into two headings, kutcha and pucca. In Bengal, and we imagine in other parts of India, there is no surer test by which to measure the prosperity of the people than the number of pucca houses built, and we consider it of the first importance that this information should be given at the forthcoming census. The increase in the number of pucca houses is the surest sign of the growing wealth of the people, and our successors who take the census in 1881 will have very just grounds of complaint, if we now fail to give this information, and so deprive them of one of the surest means of estimating the increase or decrease of the national wealth during the intervening decade.

Column 2 gives the names of the male residents over 12 years of age. By entering persons over 12 years of age separately we get the status and occupation of every male adult in India.

Column 3—We have not thought it necessary to enter children separately. Boys under 12 will be lumped together, children who are members of the family being, however, entered separately by themselves.

In column 4 we have added a note as to caste and religion. Unless we add this word, a number of distinct classes cannot be enumerated. Caste is merely applicable to the Hindoos. The Jains are Hindoos by race, but it would be incorrect to enter them as Hindoos. Mahomedans are of many races, but they can all be grouped under one religion. Native Christians in the same way must be classified by their religion, or not at all.

Column 5—For race we have given a separate column. It is impossible to enter race and caste together. For instance, a Sonthal, or a Cole, may be a Mussulman, or a native Christian. If we merely enter him as a native Christian we lose his race; if we merely designate him as a Sonthal, the fact of his being a native Christian, or a Mussulman, escapes notice. It is, therefore, absolutely necessary to have a separate column for race. In the seaport towns there are a large number of Samoleos and other foreign nations, and if we do not keep a separate column for race they will be lost sight of, and be mingled in confusion with the mass of the people.

The other columns call for no remarks.

W. BELL.
EDWARD GAY.

Calcutta, the 20th March 1869.

RESOLUTION of BOMBAY GOVERNMENT (dated June 14th 1869)—Ordered that the following letter be addressed to the Secretary to the Government of India, and that a copy of this and of the previous correspondence on the subject be placed on the Editors' Table, and that copies be sent to all Collectors :—

I am directed to reply to your letter No. 2377, dated the 21st ultimo, forwarding, for the opinion of this Government, a letter from the secretary of the statistical committee, on the subject of the proposed general census of India in 1871.

2. His Excellency in Council considers Form A to be well adapted to the required purpose. Instead of the distinction proposed to be drawn between "masonry" and "other than masonry" houses, it is suggested that it would be better to leave it to the discretion, of the enumerators to enter the houses under the general heads of "pucka" and "kutcha;" or, if a precise definition of these terms is deemed necessary, then the former might be held to comprise tiled, and the latter "chuppured" or thatched houses.

3. The form of cattle return is approved, and can, it is anticipated, be filled in without difficulty.

4. The elaborate classification of occupations contained in Colonel Strachey's memorandum need only be furnished to enumerators in the presidency and other large towns. A simpler and more general classification will suffice for the guidance of enumerators in rural districts.

5. I am desired to draw attention to the suggestion contained in paragraph 5 of my letter No. 381, dated the 15th February last, as to the expediency of taking a preliminary census.

INHUMATION SCIENTIFICALLY CONSIDERED.

THE whole subject of inhumation has been lengthily discussed in a memoir presented last week to the Paris Academy, by M. Freycinet. The essay is divided into sections, treating separately of the preservation of corpses before burial; of places fittest for sepulture; of projects for partially embalming bodies; and of the oft-mooted question of cremation. All the points are argued with special reference to the public health, and it is satisfactory to know that the author considers the existing system of burial in the earth to be on the whole the best; only modifications are suggested. Vaults are decried; so are all those systems and means—such as metal coffins and preservative processes—which tend to arrest decay. The aim should be to promote decomposition; to facilitate the access of earth to the body, and especially to help the transformation of cadaveric matter by the influence of vegetation. A tree-covered plain—the *sacred grove* of old—is the best mortuary; fittest in every way, æsthetically and sanitarily. As to cremation, it is totally inapplicable; the odours that would be spread over a country by the burning of several thousand corpses a week would be unbearable. M. Freycinet has inspected many cemeteries at home and abroad, and he gives the palm to ours at Woking Common.—*Once a Week.*

WAR-ROCKETS.

THE tale is told that when the Duke of Wellington first witnessed a trial of war-rockets, one of these ungovernable projectiles showed its contempt for the designer's wishes and intentions by performing some extraordinary evolutions in the air and finally descending into the midst of the Duke's party instead of darting straight at the supposed enemy's position. The story may be true or it may be but a typical illustration of the erratic character of the weapon. This want of precision has been a drawback to the employment of rockets to the full extent of their more effective properties. Accuracy of flight would be secured if a great rotative velocity could be imparted to them, as in the case of a rifle ball, at the moment of discharge, Skew holes for the outrush of the propulsive gases have been employed, but the motion thus set up does not act till it is too late to be of use. In view of this defect Mr. Nasmyth, of steam-hammer fame, has devised an apparatus for communicating some thousands of rotations a minute to a rocket before it takes the air. A strong clock-spring gives motion to a train of speed-increasing wheels, the last and most rapid of which are made to revolve a tube or barrel at a high velocity. The projectile is placed in this tube and properly directed; it is set a spinning and the fuse is lighted. Some slight springs hold the missile back just long enough to allow the gases to get up their full force, when it breaks from its confines and rushes on its deadlly course with the precision of a gun-shot. But you must surrender one advantage to gain another. The rocket as it is combines powder, shot, and gun, in itself; hamper it with a firing apparatus and you bring it down from its independent position among implements of war—*Once a Week.*

PROFESSOR OWEN ON EGYPTIAN EXPLORATIONS.

AT a banquet on the 24th ult. in connection with the Royal Geographical Society, and at which the Prince of Wales was present, the president (Sir Roderick Murchison) proposed amongst another toasts "The Scientific and Literary Results of the Last Nile Expedition," which was acknowledged by the Duke of Sutherland, Professor Owen, and Dr. W. H. Russell.

Professor Owen said,—I rise under the difficulty of being unable from any depth of my moral consciousness to frame an adequate basis for the honour you have done me in associating my name with the scientific and literary results of what Sir Roderick Murchison has been pleased to dignify by the term of the "last Nile Expedition." Our great poet sang that

"Old experience might attain
"To something of prophetic strain,"

and we have had evidence of this faculty in our President, whom I might call venerable were he not so vigorous, in the fulfilment of his predictions, when other men's hearts failed them, of the safe return of distinguished travellers from scenes of perilous adventure, and of the finding of bondless treasures in distant lands. And may such again and ever be the issue of Sir Roderick's prophecies! In the present instance he evidently foresees results beyond my own ken; and all that I can say is that if I should be moved or have leisure to indite any account of the "Last Nile Expedition," that its literary merits shall not fall below the geographical and other scientific discoveries it may record. (Cheers.) Egypt was one of the subjects of the classical pen of the father and founder of geographical science. Herodotus was daily in hand. The cooling current of air from the north blew as steadily over the Prince's steamers as it did, at the same period of the year, over the boat that bore the old Greek traveller. To compare what remained as he saw it, and to note the changes which 3,000 years have brought about, were not among the least interesting incidents of our Egyptian trave. One then thoroughly comprehended the combined literary and scientific merits on which rest the immortality of the writings of Herodotus. No doubt, they have been rivalled in our own time by the works of such men as Humboldt, nor ought any traveller on the Nile to omit his tribute to the combined literary and exploratory qualities displayed in the works of those eminent geographers who have solved the problems handled by Herodotus of the origin and the annual over-flow of the Nile. There are, however, instances in which the merits of the geographer, as discoverer and describer, exploratory and literary, have a sort of inverse ratio. Had Du Chaillu's own notes, daily made during his first journey to the Gaboon, been printed, instead of being placed in the hands of the practised *litterateur* of New York, of name unknown to fame, the book would have been less sensational, but it would have excited a much less amount of sceptical criticism. No book, perhaps, now that the original excitement has passed, is more unreadable than Livingstone's first work; but the very inarticiality with which the original notes were given to the printer begat unquestioning confidence in the record of that noble contribution to African geography. (Cheers.) Perhaps my meaning may be still better understood if I refer to the most popular of all records of geographical discovery and adventure, that in which the literary element is so perfect as to have endowed the work with imperishable fame; I allude to the voyages and sojourn in unknown lands of the advanturous mariner Robinson Crusoe. (A laugh.) It is unfortunate that lack of instruments for lunar observations prevented the determination of the precise locality of the most celebrated of the islands which he discovered. But when we reflect on the influence of the literary result of his expedition in stimulating the youth of all nations to geographical research and adventure we may hope in that noble hall which the prophetic vision of our president doubtless sees rising in the future, that a statue of Crusoe may be raised, from the sole remaining authentic portrait which adorns the frontispiece of the first edition of his famous geographical work. Reverting to the more immediate subject of the toast, I may say that the arrangements which his Royal Highness was enabled to make for his suite and guests, through the boundless hospitality of the Viceroy, were such that the inspection of the manifold objects of varied interest which Egypt and the Nile afford could be seen and studied to the greatest advantage and the least loss of time. If the scientific results should not prove of corresponding originality and value, set it down to the shortcomings of the observer, or to the degree in which the part of the Nile his time enabled him to traverse had been worked out scientifically by previous and better qualified *savans*. In the grand and praiseworthy labours of the accomplished engineers of the Suez Canal I had indeed opportunities of seeing sections of the desert—deposits of unusual depth and extent. In parts of these were alternations of strata—thin beds of argillaceous deposit between thicker ones of silicocalcareous and gypseous materials—which suggested that the old ocean of that locality—for all the desert is an upraised seabed—had begun to receive, about the close of the miocene period alluviums, or the wear by fresh water of an adjacent land, and at regularly repeated intervals. The phenomena and fossils suggested to me that the surface contourage of the African continent might about that time have gained so much of its present form as to cause a watershed in the direction indicated by the course of the present Nile. In the desert deposits of the mummalitic and cretaceous periods there is no trace of this fresh water alternating admixture. So far as my limited opportunities of observation extended I found no evidence of those repeated disturbances or changes of condition of which the various marine and fresh water strata of the pliocene and post-pliocene periods in Britain and Europe are results. In that part of the Lybian Desert remarkable for the quantity of silicified wood and tree trunks superficially distributed, there is evidence of volcanic action, probably submarine. But in the main the preparation of the dry land resulting in fertile Egypt seems to be due to slow elevation and annual alluviums; for long ages, doubtless, spread out beneath estuary seas, but finally adding to and superficially forming upraised dry land. Of fertile and habitable land Egypt is the most recent or last formed, and it is that which yields the most ancient evidences of social and civilized man. Of these marvellous evidences—marvellous for their magnitude, number, and variety—I shall only say that they transcend all previous conception. (Cheers.) Conceive a temple with columns of 11 feet in diameter, bounding aisles of proportionate height, and such columns exceeding 100 in number, covered, moreover, with sculptures in low relief. (Hear, hear.) The prodigality of labour so displayed amazes and bewilders. But this is a subject out of my province. I will only say that late researches of that distinguished Egyptologist Mariette Bey, whose urbane, lucid, and learned explanations made the museum he has founded at Boulak so instructive that his discoveries, especially at Sagarah, have tended to increase our confidence, if not to confirm the idea of past time given by Manetho, during which a dynastic rule and polity prevailed in Egypt. Ethnologically, we learn, from sculptures and figures of the second, third, and fourth dynasties, exhumed by Mariette, that the founders of such governed society in the fertile soil of Egypt were certainly not African, not Ethiopian but Asiatic, with indications of a more northern origin than the Assyrian or the Hindoo. The so-called Invasion of Shepherds introduced the Arabian blood, and the Nubian allies of the southward-driven monarchs of the 16th dynasty, by whom the Arabs or Palestine people were finally expelled, brought in the African strain. To the Arabian shepherds, Hyksos, or Sheikson, Egypt was indebted for the horse as a beast of draught. Previous to this Philistine or Arabian invasion, the manifold frescoes on the tombs of Egyptian worthies show no other soliped than the ass. The dromedary was a still later introduction. Coming now to the actual Egyptian fauna, more interesting was it to the naturalists, favoured by the hospitality of the Royal flotilla, to witness as they steamed along so many kinds of birds, previously studied as the stuffed specimens in our cabinets, or as captives in our Zoological Gardens. To witness and compare the flight of flocks of flamingoes, spoonbills, pelicans, the varied forms of waders, the graceful undulatory course of the crested hoopoes, the darting of the kingfishers, the manœuvres of the birds of prey, from the vultures and eagles to the kites and sparrow-hawks. Of the rarest of all these Egyptian birds, I had the opportunity, so much valued by ornithologists, of handling the recently-killed specimens which fell to the unerring aim of the Prince's rifle or fowling-piece. The addition to the staff of a skilled taxidermist, equal to the prompt preparation of any rare bird, bat, beast, or fish, was no suggestion of mine, but of the Prince, as was likewise the provision of a Seine net, the use of which enabled me to observe, fresh or living, the curious forms of siluroids, snouted mormyri, and other Nilotic scaled rarities, which previously I had known only in a dried state or preserved in spirits. Of crocodiles I saw none; steam and the improved rifles have driven them to the Cataracts. The consequence is that between Cairo and Thebes the fishes have marvellously multiplied, and, correlatively, the pelicans, flamingoes, spoonbills, and all the varied forms of heron, ibis, and curlew that feed upon the spawn or fry of fishes. Very interesting evidence of the effects of disturbing a natural balance in the contest for existence. So much for zoology. Nor was I less indebted to his Royal Highness for occasions of adding to my physiological knowledge. Through the Prince's kindness, I for the first time had the opportunity of observing, in the living state, that remarkable species, the *Chorenetica agilis*, seldom to be seen save in Oriental and sub-tropical countries. They are highly organized though belonging to a low class, with which the eminent naturalist who so eloquently addressed this assembly is doubtless much more familiar than I can possibly pretend to be. Like some other species of low life they would seem to be unisexual, at least all the individuals submitted to my observation which have been discovered on the Nile in the latitude of Lugsor, were like the wingless *aphides*, females. I doubt however, whether they propagate parthenogenetically. Their most characteristic vital property is the long endurance of the muscular energy, nor is the tenacity of their myonicity more wonderful than the vigour, variety, and rapidity of their movements. These phenomena I witnessed for an hour or more with much interest, profound attention, and, I may add, a peculiar pleasure. Mr. President, your Royal Highness, and gentlemen, I beg to return you my most respectful, grateful, and cordial thanks. (Hear, hear.)

AN UNHEALTHY CITY.

THE excessively high death-rate which has prevailed in Glasgow since the beginning of the present year gives exceptional importance to the report which, in his capacity of medical officer of health to the city, Dr. Gairdner has presented to the sanitary authorities. The deaths in Glasgow during the first three months show an increase of nearly 31 per cent. over those of the first quarter of 1868. The following are the general conclusions at which Dr. Gairdner has arrived. 1. That the increased mortality was due chiefly to causes acting upon the respiratory organs, in the form of acute or febrile disease. 2. That no class or section of the population was exempt from the general unhealthiness. 3. That it was not due, in any very strict sense of the word, to local or removable causes. 4. That zymotic diseases had no specially characteristic share in causing the augmented mortality. 5. That *ceteris paribus* the ill-protected, ill-housed, and generally least comfortable classes suffered most severely. 6. That in the northern and western divisions of the city the mortality was proportionately much higher than in the other parts of it. Dr. Gairdner remarks that most of the important cities of Scotland exhibited an increased death-rate in March, "probably due in some degree, though with modifications, to the same causes that operated in Glasgow;" but that in none of these places, excepting Greenock, was there any approach to the excessively sudden and general increase of mortality observed in Glasgow, while in Aberdeen and Perth scarcely any trace of such increase is to be found. The Registrar-General of Scotland has attributed the unhealthiness of Glasgow in March last to the influence of "northerly and easterly winds," and Dr. Gairdner comes to a similar conclusion, but with an important qualification. "Seeing," he says, "that the type of disease which produced the mortality was so distinctly respiratory, it is difficult to avoid suspecting that the north and north-east winds may, after all, have had something to do with the result; not, however, directly by their meteorological influence, but by their carrying an air loaded with noxious vapours and smoke into the northern and western districts of the city." Assuming the correctness of this conclusion, it is difficult to understand how, in any strict sense, the late unhealthiness can be said not to have arisen from "removable causes." Is there no smoke consumption Act in Glasgow? As Dr. Gairdner points out, the liability of a large town to sudden and excessive augmentations of the death-rate will generally be found in the permanent causes of unhealthiness which predispose the population to any casual malady that may spring up amongst them.—*Pall Mall Gazette.*

BICYCLES AND TRICYCLES.

(Spectator.)

IT is not very difficult to understand the sudden popularity of the new exercise,—riding the bicycle or two-wheeled velocipede. Any new exercise not excessively tedious or dangerous, and involving a little expense, is pretty sure of a welcome in Western Europe and America, and this particular exercise had numerous recommendations. It requires some skill and activity, without demanding too much, the comparative degrees of proficiency being as marked as in horsemanship or in rowing. It is graceful, or rather there always seems to be in it a possibility of grace, while there is a certainty of attracting attention and fixing it on the performer, which of itself would popularize any amusement with the French, and, perhaps, the English mind. English skaters are not beyond noticing the effect their attitudes produce, and bicycles riding, like skating, combines the pleasure of personal display with the luxury of swift motion through the air. The pursuit admits, too, of ostentation, as the machine can be adorned with almost any degree of visible luxury; and differences of price, and, so to speak, of caste in the vehicle can be made as apparent as in a carriage. It is not wonderful, therefore, that idle men sprang at the new idea,—we say new, for though the invention is old, it had been forgotten,—with a sense of relief, that the infection spread fast from Paris to America, England, and, we believe, Russia; that a new trade suddenly sprang up which employs thousands, that the invention was quarrelled for by a legion of mechanicians, that a score of patent suits were introduced into the Courts, —one of them in America will be a *cause célèbre*,—that riding-schools multiplied by the dozen, that there are races, matches, tournaments on the bicycle, and that we have before us a popular history of velocipedes extending from the dandy-horse of fifty years ago to the last new perfected Yankee notion. The bicycle is for the moment a rage, but nevertheless we doubt very greatly if it is more, if unimproved it will keep its ground, or become a permanent addition to our means of locomotion. Nothing of the kind succeeds unless it is useful, and the use of the bicycle is extremely problematical. To begin with, there is a serious doubt as to its healthiness. The *Lancet*, we see, has given a clear though not a very strong opinion in its favour; but the machine has not been tested long enough to decide whether the old objection to it, that it produced a liability to rupture, is entirely unfounded. The old dandy-horse certainly did, and though the strain in using that contrivance was much greater the feet touching the ground at every step, still the exertion even with the present one is not of the safest kind. Falls, too, are very frequent, and sometimes severe, and a "run over" is apt to be a serious business, the driver having no horse to bear most of the shock. It is like that very rare and extremely disagreeable accident, the upset of a hansom on its side, an accident which very seldom leaves the passenger unwounded. Then the exertion, though not severe to a strong man in full health, is a great strain on those to whom any such means of locomotion would be most valuable, the men to whom a long walk is a toil and severe rowing an impossibility. It is not a vehicle for woman either, and the addition of a second seat, which has been talked about, even if practicable, would greatly increase the labour without at all diminishing the chances of an overset, which, disagreeable even to men, would to women be not only dangerous, but frightful, the side of the face being usually the part of the body most injured. This last objection applies also to the tricycle, which ladies can work, as the seat resembles that of a sulky, and the power is applied through treadles. It will turn over, however, if carelessly managed, or if it runs away down a hill, or if turned too sharply out of the way of a horse; and the driver, as the writer can testify from experience, is almost invariably thrown on the hands and the side of the head, which strike the ground with unpleasant or, if the speed is considerable, dangerous force.

Still, in spite of all these drawbacks, the tricycle, admitting as it does of a resting seat, might have a great popularity, if only one difficulty could be overcome. Nothing is more wanted in modern life than a means of getting swiftly about on common roads without incessant expense, of going, say, thirty, or even twenty, miles without very great fatigue. Of all the drawbacks to country life, none have been more severely felt than the rapid increase in the cost of keeping a horse, an increase of at least 100 per cent. within the last half-century. Whole classes, like the poorer clergy, Dissenting ministers, poor doctors, and many more, who want to move about freely, are chained to a narrow circle, because they cannot afford to keep for six days in the week a vehicle they want for only two. Mr. Lowe's budget will in all tolerably populous places remove much of this inconvenience as very small tricycles will be able to keep cheap vehicles for hire,—a gig, for example, might be let for 2s. 6d. a day, if the journey were moderate,—but still the power of getting swiftly about without fatigue and without cost would, in many places, and to many classes, be invaluable. This is just what no existing bicycle, or tricycle, or velocipede of any kind fully confers. It will not help the traveller uphill. The labour of forcing it along any ordinary rough road is calculated to be nearly equal to that of walking, the proportions being one-sixteenth as compared with one-thirteenth; but up an incline it is indefinitely greater, greater, in fact, than if the traveller had to carry the velocipede himself, so great that it is easier to walk and drag or push the vehicle before him. In most English counties, with their swelling undulations, and roads built apparently with a view rather to the enjoyment of scenery than to the saving of labour,—in a country like Kent, for example, this objection, unless it can be overcome, is fatal to anything approaching the universal use of the velocipede, and it is extremely doubtful if it can ever be removed. Certainly it cannot be while the only power employed is that residing in the traveller himself. No conceivable ingenuity of adjustment can seriously relieve him up-hill, or enable him to get to the top without carrying his own weight and that of his machine. "Old velocipedists all affirm that it is better and wiser on long journeys to walk up the hills, for there is a much less expenditure of power in walking up the hills and leading the bicycle, or even pushing a four-wheeler, than in attempting to force it along by means of the treadles." It is to this point we conceive the attention of mechanicians should now be exclusively directed. They cannot lighten or strengthen the velocipede much more, or enlarge its wheels without greatly adding to its weight. Is it impossible, without giving up the main idea of the velocipede, that the driver's own strength should be the motor, to store up power to aid him when he has a hill to pass or a bit of very heavy road? Steam is, of course, out of the question; it would be too dangerous and too costly; but is there no possible combination of springs, no application of compressed air, no use of the magnet which would secure an occasional and limited addition of power. We must leave the subject to the *Engineer* or the *Mechanic*, but we have a recollection of an invention by a Mr. Porter, we believe, of New York, which actually drove a railway engine, the motive-power being a magnet incessantly cut off and reapplied, and which was abandoned chiefly because it proved more costly than steam. At all events, the real point is, is there the possibility of obtaining fresh and intermittent power to be used only when required? With it, the tricycle might become a valuable addition to our locomotive resources; without, it must remain, as at present, a toy used by those who like or require very violent exercise, or who have a skating rink or bitumen pavement on which to display their address.

BIRDS' NOTES TRANSLATED INTO HUMAN SPEECH.

AN example, which I have never seen in print, was told to me by an old country-woman. Two cocks are supposed to be crowing in adjacent stackyards. The first cock crows this complaint,—"The women are mistresses here." Whereupon the other cock crows back his answer, "And so they are everywhere." (The last syllable was pronounced weer, after the rustic fashion.) The poet Campbell speaks of "the stock-dove's coo;" but he does not tell us what the wood-pigeon is supposed to say. It is the following tender little address to the bird of his choice: "Coorookity coo! coorookity coo! if you'll love me, then I'll love you; coo-rookity coo!" Antolycus sings of "The lark, that tirra-lirra chants," (*Winter's Tale*, IV. 2,) and this tirra-lirra, with the other notes of the bird, is well imitated in the following lines :—

La gentille alouette avec son tirelire,
Tirelire, à lire, et tireliran, tire
Vers la voûte du ciel, puis son vol vers ce lieu
Vire et désire dire adieu Dieu, adieu Dieu.

The little bird who annoyed your correspondent by its Baal-like repetition of "Billee! Billee!" is probably the same Mr. Tittlebat Titmouse, who is supposed by some to say, "Peter! Peter!" and by others, "Pincher! Pincher!" while another bird of this tribe is presumed to cry out for his "Teakettle! teakettle!" and country folks say that, just before rain, the missel-thrush, or "storm-cock," in a like manner, screams out for his "Tippet! tippet!" to protect him from the shower. That "bird of night," the owl, has been variously treated by different observers, even as the nightingale is merry to some and melancholy to others; for, while Gray says, "the moping owl does to the moon complain," Shakspeare proclaims its "Tu-whit! tu-whoo!" a merry note. White, in his Selborne, says he "heard two hooting to each other, the one in A flat, and the other B flat." The cottagers in my neighbourhood, where we have many owls, translate their language thus :—

To-woo! to-whoo!
Oh my cold toe!

And there is a rural ballad that contains this same idea, and is supposed to be spoken by an awl, it runs thus :—

Oh! I was once a great king's daughter,
And I sat on a fair queen's knee;
But now, I'm nothing but a rover,
With my home in the ivied tree!
There I cry oo-oo! to-whit, to-woo!
Up-to-oh! how feet they are cold!
Oo-oo! pity me! oo-oo here you see
The poor Owlet in the hollow tree old.

The legend, alluded to by Ophelia, was, that a baker's daughter was turned into an owl for refusing to give bread to her Saviour. The scops-eared, or little-horned owl, has (says Spence) the Florentine name of *Chiù*, from its monotonous cry, "Kew, kew." Pliny says that Claudius Cæsar's Agrippina made a pet of a talking thrush that could imitate the discourse of men; though some commentators imagine this thrush was a starling. Mr. Broderip, in his charming *Zoological Recreations*, says that he heard a thrush "express in the course of its singing, sounds which fell on the ear as if it were repeating the words, 'My dear! my pretty dear! my pretty little dear!'" These accents were not caught up by one listener alone, who might perhaps, have been deemed a little imaginative, but all who heard them were struck by the resemblance." I have only space for one other specimen of human language ascribed to the notes of birds, and like my first, it is drawn from the gun: A hen is supposed to have laid an egg and to announce the proclaim the fact. She cries, "cluck, cluck! an egg day! an egg a day! an egg a day! and yet I go barefoot!" (though I have also heard this version, "I lay eight eggs! and eight eggs! and eight eggs! and yet I go barefoot!"). Her reiterated and loudly-proclaimed complaints rouse the anger of her lord and master, who forthwith crows this reply, "Out you slut! out you slut! how you prate! how you prate! who can make shoes to fit *your* foot!"—*Once a Week.*

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FOR LONDON VIA HAVRE.

1171 Pembroke Castle, Ogilvie—W. Nicol & Co.

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Nadirshah, Mahomet—H. H. The Sultan.

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599 H. Van Brabant, Strohmegar—Bell, Vents & Lucius.
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1776 Carnatic (s), Rennoldson—Mails 29th June.
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335 Futtay Lila, Nacoda.
328 Futtay Lila, Nacoda.
560 Futtel Manou, Nacoda.
310 Futtay Sultan, Graeig—H. J. Noor Mahomed.
690 Mula (s), Winckler—P. M. S. Co.

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543 Viscount Sandou, Nacoda—H. J. N. Mahomed.

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1254 Europa, Glen—Finlay, Clark & Co.
684 Egidia & Pauline, Hoogland—The Captain.
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557 Inglewood, James—Finlay, Clark & Co.
1217 Lord Strathnairn—Framjee, Sands & Co.
1060 Norna, Fraser—Sir C. Forbes & Co.
1117 Sydney, Poe—W. Nicol & Co.
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168 Sultan Bahia, Nacoda.
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1453 Comorin (s), Turner—B. I. S. N. Co.
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473 Krishna (s), Bonfellow—B. & E. S. S. Co.
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538 Viscount Canning, Gottlieb.

P. AND O. COMPANY'S STEAMERS.

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1538 Emeu (s), Babot.

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H. M. Coromandel (s).
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H. M. Malabar (s), Rich.

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1197 Nagpore, Trevellick—Stenhouse & Co.
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